

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8524

庚申七月六年三統宣

SATURDAY,

JULY 22

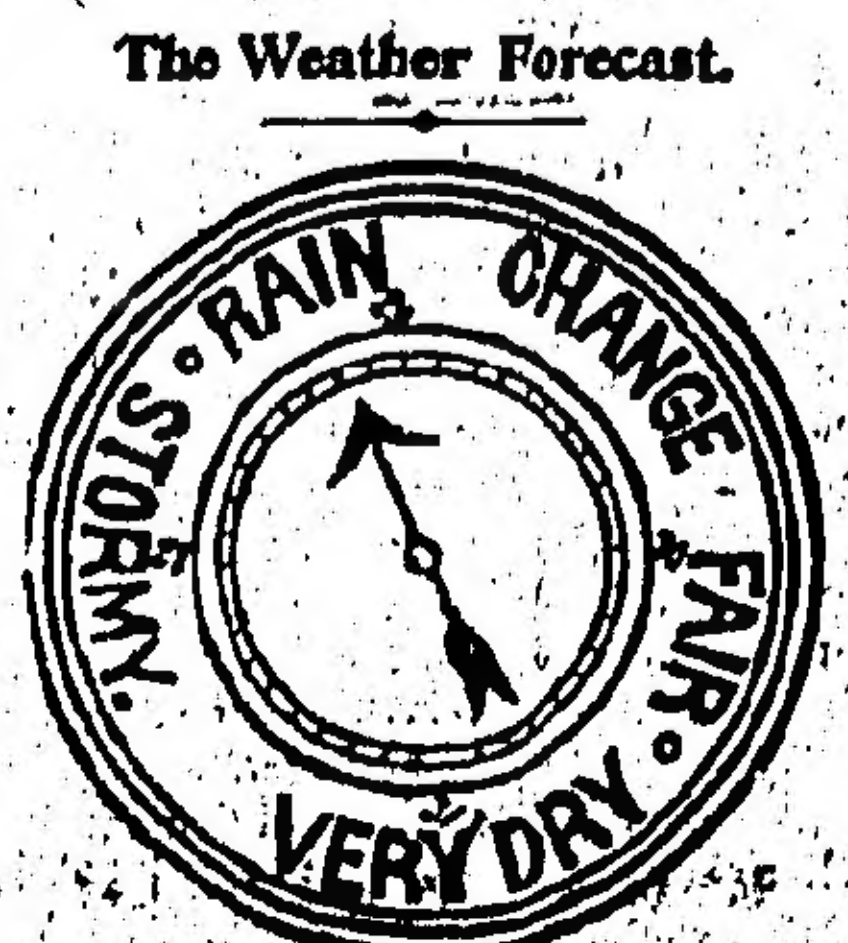
1911

大拜禮

號二十月七年七英港香

\$30 PER ANNUM.
SINGLES COPY 10 CENTS.

SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
SIR MATTHEW NATHAN. A NEW POST. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. His Majesty the King has approved of the appointment of Sir Matthew Nathan, G.C.M.G., (late Governor of Hongkong, and afterward Secretary to the Post Office), as Chairman of the Board of Inland Revenue, which post has been rendered vacant by the appointment of Sir Robert Chambers, K.C.B., to the Treasury, in succession to Right Hon. Sir George Herbert Murray, G.C.B., I.S.O., who is retiring from his office as Permanent Secretary and Auditor of the Civil List. [Although Sir Matthew Nathan's new post does not carry with it any increase of salary, his appointment shows that the claims of our worthy and popular ex-Governor in the public service are not being lost sight of by those in authority.]	STRIKE AT CARDIFF. TROOPS SENT. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. Troops have been despatched to Cardiff in connection with the trouble caused there by the seamen and dockyard strikers. THE ANGLO-JAPANESE ALLIANCE. FULL TEXT OF REVISIONS. [INDEPENDENT NEWS "AGENCY"] Tokyo, July 22. Following is the text of the newly revised Anglo-Japanese Alliance:— Preamble: The Government of Japan and Government of Great Britain having in view the important changes which have taken place in the situation since the conclusion of the Anglo-Japanese Agreement of the 12th August, 1905, and believing that a revision of that Agreement respecting to such changes would contribute to general stability and repose, have agreed upon the following stipulations to replace the Agreement above mentioned, such stipulations having the same object as the said Agreement, namely:— a. The consolidation and maintenance of the GENERAL PEACE in the regions of Eastern Asia and of India. b. The preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China. c. The maintenance of the territorial rights of the High Contracting Parties in the regions of Eastern Asia and India and the defence of their special interests in the said regions. Art. I. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	IN JEOPARDY. the two Governments will communicate with one another fully and frankly and will consider in common the measures which should be taken to safeguard these menaced rights or interests. Art. II. If by reason of unprovoked attack or aggressive action wherever arising on the part of any Power or Powers either High Contracting Party should be involved in war in defence of its territorial rights or special interests mentioned in the preamble of this Agreement, the other Contracting Party will at once come to the assistance of its ally OF ITS ALLY and make peace in mutual agreement with it. Article III. High Contracting Parties agree that neither of them will without consulting the other enter into separate arrangement with another Power to the prejudice of the objects described in the preamble of this Agreement. Article IV. Should either High Contracting Party conclude a treaty of general arbitration with a third Power, it is agreed that nothing in this Agreement shall entail upon such Contracting Party an obligation to go to war with the Power with whom such treaty of arbitration is in force. Article V. The conditions under which armed assistance shall be afforded by EITHER POWER to the other in the circumstances mentioned in the present Agreement and the means by which such assistance is to be made available will be arranged by the naval and military authorities of the High Contracting Parties who will from time to time consult one another fully and freely upon all questions of mutual interests. Article VI. The present Agreement shall come into effect immediately after the date of its signature and remain in force FOR TEN YEARS from that date in case neither of the High Contracting Parties should have notified twelve months before the expiration of the said ten years the intention of terminating it. It shall remain binding until the expiration of one year from the day on which either of the High Contracting Parties shall have denounced it. But if when the date fixed for its expiration arrives either ally is actually engaged in war, the Alliance shall ipso facto be continued until peace is concluded, in faith whereof the undersigned, duly authorized by their respective Governments, have signed this Agreement and have affixed thereto their seals.	HOME POLITICS. LUTON BY-ELECTION. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. In the Luton by-election, the Liberal candidate was elected by a majority of 613 votes, the polling being:— Cecil Harmsworth (L.), 7619 Hickman (C) 7006 NEW POST FOR SIR M. NATHAN. ON INLAND REVENUE. [SERVICE TO THE "TELEGRAPH"] London, July 21, 8.40 a.m. Sir Matthew Nathan, Secretary to the Post Office, has been appointed to be Chairman of the Board of Inland Revenue, on the appointment of Sir Robert Chambers to the Treasury, the Right Hon. Sir George H. Murray, who has resigned.	COLONIAL ESTIMATES. AFFAIRS IN EAST AFRICA. [SERVICE TO THE "TELEGRAPH"] London, July 21, 5.40 p.m. In the debate in the House of Commons on the Colonial Estimates, Sir Clement Hill urged a more liberal Land Ordinance for East Africa. Mr. Ramsay Macdonald denounced the removal of Northern Masai from the Protectorate. Right Hon. Lewis Harcourt, Secretary of State for the Colonies, in his reply, defended the removal of Masai and emphasized the safeguards which had been imposed. He was convinced, he said, that its removal was an advantage to the Masai themselves, to the other tribes and to the Protectorate itself, and would serve towards good government and the progress of civilisation. Referring to the acquittal of the Hon. Galbraith Cole, Lord Enniskillen's son, who had been in custody on the charge of shooting a native, the Colonial Secretary said that if it were found that trial by jury in East Africa led to constant miscarriages of justice, the Government shall consider steps to prevent it. With regard to land tenure in East Africa, Lord Kitchener thought the terms so good that he himself had become lease holder. Mr. Harcourt contended that the Government, whilst providing sufficiently for the development of the land system, was securing for itself a fair small return in the future.	GERMAN WEST AFRICA. DREAM OF A GREAT DOMAIN. [SERVICE TO THE "TELEGRAPH"] London, July 21, 9.20 a.m. The "Berliner Tagblatt" suggests that Germany's action in connection with the Agadir incident in Morocco, the Government's decision to open up the Ovamba Territory in Damaraland (whence the massacre of a German patrol has been reported), and the Caprivi strip of Ngamiland, are all indications of concerted action being taken with a view to the realisation of the dream of a great German domain in West Africa, from Prodelkey to Orange River. THE SHIPPING STRIKE. WILD SCENES AT CARDIFF. [SERVICE TO THE "TELEGRAPH"] London, July 21, 1.45 p.m. There were wild scenes at Cardiff yesterday in connection with the shipping strike. The strikers looted the quarters of the Chinese crews and made bonfires of their belongings. After a mass meeting attended by fifty thousand persons in the evening, the mob raided a score of Chinese laundries and committed great damage. In London the dockers have resolved to strike. At Barry the dockers have already struck work in sympathy with those of Newport and Cardiff. The Seamen's Union leader at Sunderland has declared that all the shipping on the north-east coast would be brought to a standstill next week unless the Union was recognised by the shipowners. Capsicum Lights. It is notified in the Gazette to-day that on the date to be subsequently published, a 5th order double flashing white light with fog bell will be exhibited from the southern side of Kapsing Island, Capatimun Pass (A special article on this subject will be found on page 4). This light will be seen between N. 30 deg. W. and N. 45 deg. E. through south and will be exhibited from a skeleton tower painted white on the southern side, Kapsing Island, about 85 feet above mean sea level. The bell driven by clock work will during thick weather or heavy rain be struck from 2 to 6 times per minute.	SEVERE FLOODS. [SHANGHAI "SERVICE"] Peking, July 21. Severe floods are raging in Hunan, Hupeh and Anhwei. CHINA'S NEW HOUSE. SEEK ADVICE ABOARD. [SHANGHAI "SERVICE"] Peking, July 21. The President and Vice-President of the House of Lords in Peking have telegraphed to the various Chinese Ministers abroad asking them to enquire into the different systems governing the Second Chambers in foreign countries. THE DIRECTOR GENERAL. [SHANGHAI "SERVICE"] Peking, July 21. H. F. Chang Ming Chi, the Canton Viceroy, has telegraphed to H. E. Tunn Kang, the Director General of Railways, asking him to fix a date to come to Canton. STEAMER SINKS NATIVE BOATS. MANY LIVES LOST. [SHANGHAI "SERVICE"] Peking, July 21. A foreign steamer ran into and sank thirty-four native boats at the entrance to the river at Ningpo on the 20th inst. It is believed that many people were drowned. TRAMWAY AT PEKING. FOREIGN CONCESSION REFUSED. [SHANGHAI "SERVICE"] Peking, July 21. Foreign merchants in Peking have asked for a concession to build a tramway at Peking, but the Ministry of Communications has refused the request. It is stated that the Ministry intends to construct a line of tramway itself.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$11,000,000.
RESERVE FUND.....15,000,000
Sinking Fund.....16,250,000
RESERVE LIABILITY OF PRO. \$1,250,000
PHILADELPHIA.....\$15,000,000

COURT OF DIRECTORS
Hon. Mr. Henry Kewick - Chairman
G. H. Medhurst, Esq. - Deputy Chairman
F. H. Armstrong, Esq.
G. H. Balloch, Esq.
A. Forbes, Esq.
G. P. Frieland, Esq.
G. S. Gubbay, Esq.

Chief Manager:
Hongkong - N. J. STABH.
Shanghai - H. E. R. HUNTER.
LONDON BANKERS - LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABH, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 4 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABH, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: - LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.
Wm. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUND... 16,850,000
Head Office - YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit: -
For 12 months.....4 per cent. p.a.
" 6 ".....3-1/2 " " "
" 1 ".....2-1/2 " " "

"TAKEO TAKAMICHI, Manager.
Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: -
60 Wall Street, New York.
LONDON OFFICE: -
38, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: -
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "

GEO. HOGG, Manager.
No. 9, Queen's Road Central.
Canton, 24th July, 1911. [18]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000
HEAD OFFICE - SHANGHAI.
BOARD OF DIRECTORS - BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIREKTION DER DISCONTO GESellschaft.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSCHEIDT, Manager.
Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital.....£1,500,000
Subscribed.....1,125,000
Paid Up.....562,500
Reserve Fund.....325,000
HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay. Calcutta. Hongkong.
Galle. Singapore. Penang.
Kuala Lumpur, F.M.S.
Rangoon. Shanghai.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.
BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under: -
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

F. C. MACDONALD, Acting Manager.
CHINA MUTUAL LIFE INSURANCE CO., LTD.
HEAD OFFICE, SHANGHAI.

ENTERTAINMENTS.

VICTORIA THEATRE.

ONCE MORE CORONATION PICTURES OF HONGKONG

will be shown every night until further notice.

COLLIERS, SISTERS

the CLEVER OPERATIC and BURLESQUE ENTERTAINERS.

Hongkong, 20th July, 1911. [1165]

BIJOU SCENIC THEATRE.

Flower Street.

EVERY EVENING. CINEMATOGRAPH VAUDEVILLE

GRAND CORONATION PICTURE OF KING GEORGE V.

9.15 p.m. 9.15 p.m.

Miss VIOLET BONNETTA and Mr. R. H. STEPHENSON.

7.15 p.m. Pictures only. 7.15 p.m. Electric Fans Throughout Theatre.

For Hand Bills, Los. & Manager: BOB STEPHENSON.

Hongkong, 22nd July, 1911. [1222]

Intimations.

WEARING POINTS

are the best

SELLING POINTS.



Omits wearing points along the REMINGTON TYPEWRITER outsells every other writing machine.

SIEMSEN & CO., HONGKONG AND CANTON,

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

YOUR CLASSES

should give rest and comfort to your eyes. If they do and if the mountings are properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE. There is no comfort in spectacles that are merely "good enough." They are either RIGHT

OR ALL WRONG

If in need of changes, adjustments, or repairs, come and see us at our new location in York Buildings, between Kolly & Walsh and Moutrie's.



33

"FELUCCA."

EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.



TRADE

MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 22nd April, 1911. [142]

Intimations.

TO-NIGHT! TO-NIGHT!!

THE HIPPODROME CIRCUS
AND
MENAGERIE.

BOXING CONTEST

To be held at the Circus TO-NIGHT!

THE FINAL. Referee, J. Dempsey. Time-keeper Mr. Walker.

A Handsome Trophy will be presented to the Winner and Runner-up. TIME AND PRICES AS USUAL.

The Full Performance will be given on each Night. MATINEE!

TO-DAY (SATURDAY), 22nd July, at 4.30 p.m.

THE EVENT OF THE SEASON.

BYSACK and FILLIS

GREAT COMBINE.

TWO SHOWS IN ONE.

ARTISTS

In the

RING.

50 UNEQUALLED IN THE ANNALS OF HONGKONG.

GRAND OPENING NIGHT!

MONDAY, 24th July. NO INCREASE IN PRICES FOR THIS HUGE SHOW.

Doors Open at 8 p.m. Commence at 9 p.m. sharp.

FOR ONE WEEK ONLY.

SPECIAL MATINEES!

On WEDNESDAY, 26th, and SATURDAY, 29th July, at 4.30 p.m.

Book your seats early at ROBINSON'S. [1230-1266]

ICE CREAMS

ALL kinds of Bread. Samples free on application.

THE ALEXANDRA CAFE,

16, Des Vaux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS WELDING

Repair of Boilers and Keels Cutting very quick of iron and steel. Welding of Boiler Plates and of Broken Plates.

Apply to 71, PRAYA-FAST, you will save time and money. [1198]

CALDBECK'S

"LIQUEUR"

WHISKY.



CALDBECK, MACGREGOR & CO.

15, Queen's Road.

Hongkong, 29th June, 1911. [12]

DRAGON CYCLE

DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.

No. 63, Des Vaux Road Central.

Managing Proprietor: C. LAURITSEN.

Hongkong, 1st Mar., 1911. [41]

OTE. LOUVENCOURT EXTRA DRY.

\$24.00 per case. FRENCH STORE, 8, Queen's Road.

Hongkong, 17th June, 1911. [72]

STEAM LAUNDRY CO. YAT-MAT.

Established 1890.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtering Water. Regular Delivery. Flannels and underwear washed by skilled Japanese. Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Pearsonfield Arcade, 'S. K. 12.

OUR CONTEMPORARIES.

What They Think.

China Mail.

The Cotton Goods Trade.

During the past five years one-third of China's imports from abroad have consisted of cotton yarn and cotton goods of various sorts.

While this is so, however, these imports represent only about one-tenth of the country's cotton consumption.

With these two points borne in mind, the keen international rivalry for further participation in the supply of cotton goods to China is easily explained.

That there are almost endless possibilities to the trade is generally acknowledged, but it is equally the case that there are peculiar features in the situation, features to which trade interests can only adapt themselves after careful and painstaking study of the prevailing conditions.

Of late America has not been at all satisfied with the share she has had in this phase of China's imports, and this fact invests with special interest the Consular report written on the trade by Mr. George E. Anderson, Consul-General in Hongkong for the United States.

Daily Press.

The Parliament Bill.

Neither do we imagine that the Upper House will allow itself to be flooded by new peers, and though the outlook may perhaps be full of portents we are not necessarily optimistic in believing that the Lords, having fought to the last ditch, will capitulate to force majeure.

A few may hold out, but it is thought that these extremists will be outvoted by Lord Lansdowne's followers, who will support the Government, and thus avert for the second time in British history the wholesale creation of peers.

It is better so. If resistance be unavailing, then it is better to yield gracefully, and in taking this step the Lords are following the only dignified course open to them.

Whether that surrender will end the constitutional crisis is difficult to say. Will the Ministry follow this success by an attempt to introduce in reality, though not perhaps in name, a form of single chamber government? We hope not.

Further designs are contemplated on the Upper House, and should these contemplate an emasculated Chamber the constitutional crisis may be said to have been reached; but if they are intended to produce a useful Second Chamber then the crisis may be said to have been passed, and the country will be glad to place its affairs in the hands of an improved and approved constitutional government.

South China Morning Post.

The Philippines Question.

The Americans are essentially a commercial people and the Philippines, apart from the civilizing work that has been undertaken, have come to be regarded as a commercial possibility of immense importance and a strategic centre for American interests in the Orient, not lightly to be abandoned for any purely sentimental reason, in such a commercial age.

The more this is realised in the States, and it is being recognised more and more all the time, the more profitable the enterprises of the archipelago become, the more that American money is invested in the islands, the more Americans become acquainted with their "little brown brother" and his ways, the smaller and more remote becomes the chance of the natives being allowed to control the islands.

The Filipino irreconcilables look to a war between America and Japan for their salvation, but the world's treaties, of which there have been so many of late, are also rapidly causing this, practically by their lack of hope, to disappear.

DON'T FORGET.

Monday, 24th July.

Meeting of Hongkong General Chamber of Commerce, at the City Hall, 4 p.m.

Tuesday, 8th August.

Half-yearly meeting of shareholders, Hongkong, Canton, and Macao Steamship Company, Hotel Munich, at noon.

THE CONFIDENCE TRICK.

Chinese Woman Duped.

Another instance of the blissful credulity of the average Chinese woman of the ignorant classes has been reported to the Police. A native woman residing at No. 8, Sai Street, was yesterday walking along Des Voeux Road, when she was suddenly accosted by a Chinese gentleman (sic) who manifested a great politeness to the lady. He asked her if she could direct him to a money-changer's establishment, as he had just picked up a roll of bank-notes and did not know where to have them changed. If the woman would do the needful, he would give her a good reward. The unsuspecting creature offered to do so, but after having gone a little distance, she was called back and the man said: "Here, how can I know you will come back? You better leave with me some security." Upon this, the woman divested herself of her jewellery worth \$25 and handed it to the man, together with \$20 in money. On arrival at the money-changer's, she opened the package and, to her dismay, she made the painful discovery that it contained nothing more valuable than worthless pieces of brown paper.

The appalling ignorance and lack of common sense displayed by these unfortunate creatures are almost enough to estrange sympathy from them.

THE FRENCH OFFICER.

A German Critic on his Shortcomings as Leader.

Berlin, June 16.—The "Lokal Anzeiger" prints a despatch from its special correspondent in Morocco, commenting on the march of the French on Fez.

"At Fez," he says, "I had the occasion to be introduced to General Moinier, a brave soldier, whose shoulders are bending under the weight of responsibilities undertaken on behalf of the French Government.

"The general asked me for my impressions. I described to him what I had seen, and how the French soldiers had fought the enemy. Then (and it was almost impressive) the General, whose eyes shone with pride and love, sang the praises of his 'little soldiers.' And they march so well," he concluded.

"They do, indeed, march very well," I replied, "but the French do not know how to take advantage of this quality."

"The 'Lokal Anzeiger' correspondent criticised the conduct of operations, the waste of ammunition, the insufficiency of supplies, and, most of all, the inexperience of the officers in the art of giving orders.

"This," he goes on, "I have seen constantly in officers of all ranks. They are incapable of writing clear instructions, and this can be seen everywhere."

SENTENCED FOR OPIUM IMPORTATION.

Yap Chow Hoo, a well known Chinese merchant of Manila, was sentenced to one year in Bilibid and to pay a fine of P. 5,000, in a decision by Judge Campbell a few days ago. He was convicted of being the consignee of the P. 55,000 worth of opium recently discovered on pier 5 by agents of the customs secret service.

The forbidden drug was concealed in 32 packages of cardboard imported from Hongkong. The centres of the parcels had been ingeniously hollowed out, and the drug deposited therein but the customs secretaries discovered it just as it was being taken from the pier.

Two other Chinese are charged with being accomplices in the smuggling attempt but they have not yet been tried. A cablegram in cipher and a cryptic letter, both of which were solved by the secret service men, were prominent factors in the evidence which convicted the Chinese. It was also proved that a bribe of P. 2,000 had been offered one of the secret service men who made the capture of opium. — "Manila Times."

EDINBURGH THEATRE FIRE TRAGEDY.

Interesting Evidence at the Public Inquiry.

Under the Accidents Inquiry Act a public inquiry was held at the Edinburgh Sheriff's Court into the circumstances of the fire which occurred at the Empire Music-hall, Edinburgh, last month, when the Great Lafayette and nine others were suffocated.

The sheriff intimated at the outset that the jury were not to be asked by the Lord Advocate to return a verdict of fault inferring criminal responsibility against anybody.

Mr. George Sinclair, stage manager of the theatre, described Lafayette's performance, and explained how the curtain was kept from falling to give two stage hands a chance to escape from the wings. The stage lights remained on long enough to have enabled all to escape, if there had not been some concern about their belongings. If every one when he saw there was danger had made for an available exit there would not have been a single life lost.

Professor Harvey Littlejohn said he examined the bodies, and in his opinion all the victims had died of suffocation, and had not had painful deaths.

Mr. Campbell, the borough engineer, said he had inspected the theatre before the fire in view of the annual licensing, and the general arrangements struck him as being entirely satisfactory, but there were certain details in regard to which since the fire he had suggested improvements.

The jury found that the victims lost their lives by suffocation, and that no blame was attributable to anybody.

They added a rider recommending that in the future the city authorities should exercise more scrupulous care, both in regard to safe theatre construction and more frequent examination of electric lights and water hydrants.

The jury found that the cause of the conflagration was the fusing of an electric wire in a lamp.

THE AMERICAN POLO MATCH.

After two heroic struggles, both of which looked at any time like producing a different result, the American polo players, says "The Times," have retained their right to the International Cup, and the first feeling of Englishmen all over the world will be one of congratulation to their redoubtable opponents. Our Special Correspondent at Meadowbrook, whose despatches have done much to illuminate the tone of the English team, will hardly be suspected of any lack of appreciation of the merits of his countrymen. He was the first to urge in these columns that a serious attempt should be made to recover the trophy which Mr. H. P. Whitney and his companions took from us two years ago, and he has consistently maintained his belief in the selection of players sent from Hurlingham to recover it. But, now that the matches are over, he frankly admits the claim of the Americans to be the stronger side. No extraneous advantage, indeed, can be held to account for the superb performance of Mr. Milburn, the account of whose play suggests something as near to genius as the game has ever produced, for the faultless combination of the brothers Waterbury, the American forwards, or for the skill and power of organization displayed by their captain, Mr. Whitney. Whether a longer period of combined practice and acclimatization, a greater familiarity with the ground, and a larger range of ponies could have brought the same English team to a similar state of perfection is a question which will doubtless continue to be discussed, but is no longer of any practical profit. All but one of these conditions are necessarily in favour of the defending side, which has the right to play at home. So long as Englishmen remain in the position of challengers they will always have to face them. What every one will be ready to acknowledge is that, given the inevitable conditions, the best side has won the rubber, and deserves all the credit due to the unending efforts which have made it, in our correspondent's words, "the finest polo team ever seen in any country."

FOREIGN NEWS ITEMS.

Mexico.

The following telegram has been received in New York from Chihuahua (Mexico):—"The Governor announces that under the new régime Chihuahua will not permit foreign concessions, which are regarded as monopolies, and that every effort will be made to restrict existing foreign monopolies which are controlled by American, German, and British subjects."

France.

The new proposals of the Government for the settlement of the troubles in the champagne country are being drafted by M. Caillaux, Minister of Finance, and will be brought before the Senate in a few days.

Portugal.

Reports from Pontevedra state that the authorities of that town have stopped two waggons loaded with arms and ammunition intended for the Portuguese Monarchists. The articles, which were described as "machinery," had been disembarked from a German steamer at Villagarcia.

Turkey.

The Sultan reached Prishtina, and was warmly cheered along the line by great crowds, composed chiefly of Albanians. His Majesty performs his customary Friday devotions at the tomb of the Sultan Murad, on the plain of Kosovo, after which he will review 50,000 troops.

An amnesty for political prisoners has been issued at Prishtina. The Turkish newspapers dwell on the importance of the Imperial visit to Kosovo, and describe this as the greatest day in the history of the Ottoman nation.

Spain.

According to the Madrid correspondent of the "New York Herald" (Paris edition), Senor de Grijalba, the Madrid journalist who took offence at an article in the Paris "Temps" commenting on French and Spanish relations in Morocco, has left Biarritz for Paris, after waiting in vain at the former place for the writer of the article whom Senor de Grijalba challenged some days ago. It is even reported that Senor de Grijalba is already in Paris.

Holland.

By a fire which broke out in the village of Binnenveld, the church, several residential houses, and a large creamery have been destroyed. Many families are homeless, and the loss is estimated at a very high figure.

Italy.

The Minister of Instruction has brought into the Chamber a Bill for the reform of secondary education. The bill aims at creating a combination of the French lycée and the German gymnasium, in which Greek will be abolished and replaced by compulsory English. French will also be taught.

Chili.

In the course of a statement in the Chamber of Deputies, the Minister of Finance said it was estimated that the financial year, 1911, would show a surplus of over a million pesos.

THE HORSE SHOW.

Queen Alexandra Pays an Early Morning Visit.

The opening of the third day's proceedings of the International Horse Show was graced by the presence of Queen Alexandra, who was accompanied by Princess Victoria, and attended by Miss Knollys and Sir Dighton Probyn. Her Majesty arrived in a motor-car about nine o'clock, and was received by Lord Londale, president of the show. She paid a visit to the stables, where some of the most notable exhibits were pointed out. Then the whole of the Russian exhibits were paraded in the ring by Royal request, and a display was given of riding and driving.

It being her Majesty's express wish that the visit should be of a private character, special seats, borrowed in a wealth of floral decoration, were reserved in front of the Royal box just above the level of the ring. Her Majesty witnessed the jumping competition during the morning, and was much interested in the spectacle. The Royal party remained until about noon.

A DROSHKY WEDDING.

Quaint Scene at the Russian Church in London.

A romance in a most picturesque garb paid a fleeting visit to Wolbeck-street, when the dashing Captain Bertren, one of the Russian officers competing at the International Horse Show was married to Mme. Denisoff, a widow, at the Russian Church.

It is so seldom that Romance comes by way of Wolbeck-street, with its association of suffering and shattered dreams in the nursing homes and doctors' houses, that half its inhabitants gladly welcomed the opportunity to pause in their work, and from the windows and balconies watch the arrival of the bride and bridegroom in the quaintly unfamiliar Russian carriages, which were a feature of the scene. And down in the street itself the spectators gathered on both sides of the road in such numbers that they formed a narrow avenue through which the parties to the wedding could proceed but slowly.

Nearly an hour before the ceremony was due to commence—at half-past eleven—the crowd began to collect, being mostly composed of women, with one or two slightly blue representatives of the errand-boy type. It was some time before the patience of the crowd was rewarded.

All the early arrivals amongst the few guests invited to the church were garbed in the picturesque silk hat and frock or morning coat, but at length there was a sudden stir when round the corner there came a taxicab with two officers inside, both in uniform, and one with a gorgeous brass helmet, surmounted by a brazen eagle, gleaming in the sun.

All too quickly from the crowd's point of view they passed into the church—representatives of the bridegroom's French and German rivals at the Horse Show. Then a few minutes later there arrived a Russian troika, drawn by three horses and driven by a man in the padded livery of a Russian coachman, in which was seated one of the bridegroom's friends.

The Bridegroom and Bride.

Almost on his heels there came the bridegroom, with his best man, in a droshky, drawn by a fast trotter and prestashka, as its galloping mate is called, both harnessed with silver trappings. After shaking hands with a few friends at the door they passed inside the church, of which the exterior is hardly distinguishable from that of an ordinary house.

Then, a few minutes before the half-hour, there drove up another droshky, with coachman livery and horses harnessed in Russian style, the bride and Mr. Walter Winans, the well-known American exhibitor, being its occupants. Mme. Denisoff was dressed in white and wore a flower-trimmed hat, while in her hand she carried a small bouquet. Mr. Winans was wearing a grey frock-coat, grey trousers, and grey tall hat.

Even after they had disappeared into the church the crowd lingered on, fascinated by the quaint spectacle of the Russian carriages, and many waited to catch another glimpse of the bride after the ceremony.

THE PACIFIC MAIL AND CATERING.

The Pacific Mail Line are sparing no efforts to make their boats as comfortable as possible, and in that direction they have been paying special attention to the commissariat department. They have appointed Mr. V. Moroni to take charge of the catering on the vessels with the object of improving the excellent bills of fare that have always been provided by the stewards department. Mr. Moroni comes to them with an excellent reputation as an artist in the catering line, and it is expected that under his supervision the trans-Pacific boats will acquire a fame for the qualities of their menus. While at the Astor House, Shanghai, Mr. Moroni beat all his rivals and carried off a gold medal for cooking. He has been connected with Thos. Cook and Son's hotel in Egypt and elsewhere and in his present situation he will travel to and fro upon the line instituting improvement wherever he finds them necessary.

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

4-ROOMED HOUSE to be let. Upper Level. Fully furnished. Apply "HARBOUR VIEW," c/o Hongkong Telegraph. [1265]

INDIAN NEWS.

Delhi Durbar.

Arrangements for the Government of India Camps for the Durbar have greatly advanced. Those camps will be allotted to the members of the Viceroy's Executive Council, the Chief Justice of Bengal, several Judges of the Calcutta High Court, the Metropolitan, the Commander-in-Chief, the Secretaries to the Government of India and the Heads of Departments, the Additional members of the Viceroy's Legislative Council, including the Advocate-General. Those invited will have the privilege of bringing their wives and daughters. Captain Allanson, who is now in Simla, is in charge of these arrangements.

The "Pioneer's" military correspondent at home, in discussing the succession to the post of Chief of Staff in India, when Sir Douglas Haig assumes command at Aldershot, mentions the name of Lieutenant General Sir Percy Lake, now commanding the Meerut Division. In military circles it is considered that General Lake has all the qualifications required for the appointment and his selection would not come as a surprise.

Opium Smuggling. A serang and three firemen on a sea-going vessel were charged with possessing several keels of contraband opium at Alipore. The serang and one fireman pleaded guilty and were fined one hundred rupees each. The case against the other two is proceeding.

Indian Railway Enterprise. The prospectus of a private company to construct a railway from Mandra to Chakwar will shortly be issued. Messrs. Rocharam and Sons have acquired the concession from the Government. The line will be constructed and worked for the company by the North-Western Railway on a fixed per centage of the gross receipts and will receive a rebate towards paying a dividend of five per cent. The line is distinctly an Indian enterprise.

Crop Reports. Crop telegrams for the week ending 17th June show that good rains fell over the country and have given a start in the villages and land is under preparation for the autumn crops. In the United Provinces sugarcane is doing well and more sun is wanted for tea in both Bengals. In the Punjab the condition of the standing crop is good to average. Locusts damaged cotton and millet in Multan. In Bombay the rainfall has proved beneficial, and Madras reports that the prospects of the standing crops are fair to good. Prices are generally steady all over India.

Burma Trade. The Report on the trade of the past year just issued shows a general prosperity for the Province. The rice crop is good and remunerative prices were obtained. Oil and other well-established industries flourished and recent enterprises, such as rubber and mining, augur well for the future. The net custom duty realised was rupees one crore and nearly eighty lakhs. The aggregate sea-borne trade of the Province, excluding Government transactions, was fifty-five crores and nearly 47 lakhs over last year.

Wireless Telegraphy. The installation of wireless telegraphy in the summer capital of India has at last been started, workmen are busy at Jutogh erecting the necessary apparatus. Messages will be carried from Calcutta to Allahabad and thence to Delhi and Simla.

Bishop of Calcutta. Dr. Copleston, Bishop of Calcutta, who has not enjoyed good health for some time, will arrive in Calcutta and proceed home on medical certificate. It is probable that Dr. Copleston will not return to India and in the event of his resignation the name of Dr. Lefroy, Bishop of Lahore, is mentioned as his successor. Dr. Copleston has been the Bishop of Calcutta since 1902.

Intimations



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE, via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saiki Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer).....Lv.	Dairen (").....Ar.	Thurs. Sat.	Sun. Tues.	Fri.
\$40	(S.M.R. Train).....Lv.	6.00 a.m.	"	"	"
Y14.05	Mukden (").....Ar.	1.50 p.m.	"	"	"
Y11.50	Changchun (").....Ar.	2.05 " "	"	"	"
R 9.50	(Russian Train).....Lv.	9.30 " "	"	"	"
	Harbin (").....Ar.	9.10 a.m.	Mon. Thurs.	Sat.	State Ex-press for Moscow

Connecting at Harbin with

SOUTH BOUND.

1st Class Fare	Harbin (Russian Train).....Lv.	Changchun (").....Ar.	Mon. Wed.	Fri.	State Ex-press from Moscow
R 9.50	Changchun (").....Lv.	8.25 p.m.	"	"	"
Y11.50	Mukden (").....Ar.	10.30 " "	Tues. Thurs.	Sat.	"
Y14.05	Dairen (").....Ar.	5.25 " "	"	"	"
Y10.00	(Steamer).....Lv.	Noon	Wed. Fri.	Sun. Tues.	"
	Shanghai (").....Ar.	"	"	"	"

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 9 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN SERVICE. EXPRESS EXTRA FEE.....Y3.00 SLEEPING CAR SURCHARGE.....Y5.00

TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—Yamato Hotel (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY

DAIREN.

Tel. Add. "Mansu" Code: A.B.C. 5th. Ed. A. 1. & 1/2's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Dejots and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN.

Tel. Add. "Mantetsu" Code: A. B. C. 5th. Ed. A. 1. & 1/2's.

Agents: MITSUBI BUSSAN KAISHA, LTD. (Incorporated in Japan)

PER S.S. "LUTZOW"



A FRESH CONSIGNMENT OF
SIMON ARZT CIGARETTES.
G. PRIEN, Hongkong Hotel Building.
Phone 174.

W NG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

[1093]

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer

Fresh from the Brewery

"Just Try It"

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

Hongkong, 30th June, 1910.

[28]

The object of this paper is to publish correct information, to serve the truth and point the way without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 22nd, 1911.

DECLARATION OF LONDON.

The only Articles of this Declaration which with the exception of Article 35, are of real importance in that they differ from the principles hitherto adopted by Great Britain, are Articles 24, 33, 34 and 39, which declare food-stuffs to be contraband of war, if they are consigned to a fortified place belonging to the enemy or other place serving as a base for the armed forces of the enemy; and admit the right of a warship to destroy a captured neutral vessel if the warship is unable, without danger to her own safety, to take the captured vessel into port, or if the success of the operations which that warship may be engaged in at the time is likely to be endangered.

Great Britain has for many years past deprecated the making of food-stuffs contraband of war, unless such food-stuffs are, beyond all possibility of doubt, destined for the enemy's forces, and are consequently intended for the purposes of war. And with regard to the sinking of neutral vessels, Great Britain has always protested that this is unjustifiable.

The contention of Sir Edward Grey and other supporters of the Declaration is, apparently, that inasmuch as several of the great Naval Powers have insisted upon it that they have a right to declare food-stuffs to be absolute contraband of war, and that they have a right to sink neutral vessels carrying contraband, it is better for us to agree that food-stuffs may be declared contraband and that neutral vessels may be destroyed, under certain circumstances, rather than to leave those Powers in the same position as heretofore. To put it in another way—the supporters of the Declaration say that as Great Britain cannot get the others to agree that what we consider to be wrong is wrong, it is better for us to get some concession from them by ourselves agreeing that what we consider to be wrong is only partly wrong, and so inducing them to agree that what they have considered to be right is only partly right.

But it has to be considered whether the concession obtained from the other Powers is sufficient to compensate us for so abandoning our principles or whether it is in fact any real concession at all. It has already been pointed out by many persons, on behalf of large institutions in the Kingdom, that Great Britain is the only country in the world which is dependent upon other countries for her food-stuffs, and is the only country (except Japan) to which such food-stuffs must necessarily be brought by sea. Every other country is able to obtain her supplies overland from an adjoining country unless actually at war with that particular country. In the event of Great Britain being at war, practically every port of any size in the Kingdom would serve as a base for the armed forces, at any rate every port would be considered by the enemy to serve as such a base. Sir Edward Grey denies this, and has said (through Mr. Langley) that "it is evident that the fact that a port is connected by rail or canal with a recognised naval base cannot be held to render that port in itself a base of supply, since such a definition would practically cover all ports in all countries, with the result that Articles 33 and 34 of the Declaration would be meaningless, and the qualifications and limitations they impose void of any object." But, in so stating, he apparently forgot that the wording of the Declaration does not refer to a "recognised naval base," nor to a naval base at all, but it refers to any place serving as a base for armed forces, whether naval or military. A small port such as Salcombe in South Devon is not a naval base, but it is undoubtedly a place which may well serve as a base for armed forces, as it is also a place from whence supplies could speedily be sent overland to Plymouth. No one can have any doubt whatsoever that every port in the United Kingdom would be regarded by an enemy of Great Britain as serving as a base for armed forces, if it were desired to starve our country into submission. It is easy to say that Articles 33 and 34 are to be read together, and that therefore only such food-stuffs as are actually destined for the use of armed forces are contraband; but Article 34 expressly provides that foodstuffs which are either consigned to a fortified place, or to any other place serving as a base for armed forces, are presumed to be destined for the use of the latter, and the onus of proof (as Sir Edward Grey himself states) that they are not so destined is on the owners of the ship captured. Even if these owners could eventually satisfy such onus (which it would be exceedingly difficult for them to do, having regard to the fact that, in case of war, and particularly in the case of a threatened invasion of England, armed forces would be stationed at, or in the near vicinity of, every port), consolation would it be to the country generally if the owners were finally compensated for the loss of their ship by an order of the International Prize Court? And it certainly cannot be supposed that an enemy's war ship capturing a neutral vessel carrying food-stuffs to England, would hesitate to des-

troys the vessel merely because a doubt existed as to whether or not her cargo was destined for our armed forces. The fact of the extreme difficulty which the owners must necessarily find in proving that it, or at any rate a large part of it, was not so destined, would probably be considered by those in command of the warship to justify the destruction of the vessel, if, (as would almost certainly be considered to be the case), she could not be taken to a port of Britain's enemy without danger.

Having agreed to this Declaration as it stands England will be powerless to protest, as she has hitherto done, against the destruction of neutral vessels carrying contraband, or against food-stuffs being deemed to be contraband when any doubt whatsoever exists as to whether they are destined for the use of armed forces, and for the purposes of the war in progress.

There can be very little doubt that the effect of the Declaration, so far as Great Britain is concerned, will be, in case our country is at war, to render the cost of freight and insurance on a cargo of food-stuffs consigned to any place in the Kingdom almost prohibitive; and to make it practically impossible to induce a neutral ship to carry such cargo to any British port. It should be stated, however, that the Declaration contains one Article the terms of which are decidedly favourable to our country in the event of war. Article 35 provides that conditional contraband, such as food-stuffs, is not liable to capture except when found on board a vessel bound for territory belonging to or occupied by the enemy, or for the armed forces of the enemy, and when it is not to be discharged at an intervening port. Therefore a neutral vessel bound, say, from America to France, containing a cargo of food-stuffs ultimately destined for England, but to be discharged at a French Port, is not liable to be interfered with in the event of Great Britain being at war with another Power. The only danger of such foodstuffs being captured by the enemy would arise after transshipment of the cargo in the French port into another vessel bound for British territory, and during the very short voyage across the channel. This may be considered to be a very advantageous concession to us by the other Powers; for, were it not agreed to, the enemy might insist upon their right to seize conditional contraband carried in neutral ships, if its ultimate destination, after having been first discharged in a neutral port, was shown to be a port of Great Britain. The former law in this respect was as stated in Kots' International Law:—"The question is one of intent. Did the animus importandi terminate at the intermediate port, or look to an ulterior port? Was it, under the circumstances, a bona fide importation, ending at the intermediate port, or a mere contrivance to cover the original scheme of the voyage to the ulterior port?" This was the true principle of the cases as declared by Sir William Grant in "The William" 5 Rob. 385, and recognized in the "United States." The Declaration of London settles this question, so far as regards conditional contraband, and makes it immaterial with what intent goods of that description are carried in a neutral ship to a neutral port; the idea doubtless being that belligerents should be allowed to interfere as little as possible with the apparently legitimate trade of neutral countries.

Except for this one concession it is difficult to see what benefit our own country can have been expected to gain by joining in the Declaration, and so abandoning certain principles which we have long endeavoured to uphold.

DAY BY DAY.

Murder of a Stewardess.

An officer has been sent from Scotland Yard to meet the s.s. China at Plymouth to arrest a person, whom the captain has placed in custody, in connection with the alleged murder of Miss Alice Brewster, a stewardess, on board the vessel.

The tragedy occurred on June 11, when the China, which was proceeding from Australia, was near Colombo. Miss Brewster was a native of Little Canfield, Essex, and had intended retiring shortly. The victim was buried at sea.

Shop-Gazing.

A shop coolie came over from Yunnan last night into Hongkong for the purpose of doing some shopping. He made a purchase of a tin of biscuits and some others not so packed. He put them in his basket and in his journeyings stopped outside a shop in Hollywood Road to gaze at the goods displayed. As he did so he put his basket on the ground and, when he had finished his stay, dropped his hand to pick up the biscuits. They were conspicuous by their absence and the coolie is the loser to the extent of \$4.50.

Boxing at Hippodrome Circus.

The semi-final boxing contest took place at the Hippodrome Circus last evening in the presence of a large audience. Seaman Tower of the Submarine 37 drew a bye. After 3 well contested rounds, Corporal Scruton, K.O.Y.L.I., beat Gunner MacGee. To-night the final will be fought between Corporal Scruton and Seaman Tower. In view of the excellent condition shown by both the contestants, the fight is sure to be an exciting one. The public should take the opportunity to be present at the fight this evening. The winner will be presented with a handsome trophy.

New Ordinances.

H. E. the Governor has given his assent, in the name and on behalf of the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend the Private Vehicles Licensing Ordinance, 1895, and an Ordinance to authorize the appropriation of a supplementary sum of four hundred and thirty-eight thousand nine hundred and nine dollars and ninety-three cents, to defray the charges of the year 1910.

Armed Robbery.

Last night a case of armed robbery took place at Kowloon City at No 4 Lung Chow Cheng. It is said that six men took part in the affair one of whom was armed with a large knife and a bar of iron. The thieves succeeded in getting away with \$35 worth of clothing and jewellery. There has been no arrest so far.

A More Serious Charge.

At the Police Court this morning, before Mr. Hazeland, three men were charged with kidnapping a woman for the purposes of emigration. The police intimating to the magistrate that probably a more serious charge, of murder, would be preferred against the men if they were remanded. The men were accordingly remanded in custody until next Saturday. The kidnapping is supposed to have taken place at Chong Uk Hang, Lungkoon.

Miss Parker, late of Miss Fairall's, leaves to-day for home.

The Victoria Theatre.

On Monday at the Victoria Theatre Mr. Frank Mohrse makes his first appearance in Hongkong.

A Drowsy Wedding.

The quaint spectacle of a drowsy wedding was witnessed recently in London. An interesting description of the ceremony appears on p. 3.

International Polo.

After two heroic struggles between America and England, the former have retained their right to the International Polo Cup. Some interesting comments on the international polo conditions will be found on our 3rd page.

The Duke of Connaught's Statue.

Very slow progress is being made with the transference of the Duke of Connaught's Statue on to another pedestal, as mentioned in our columns last week. The scaffolding has been erected for some days past, but the work appears to go no further.

Des Vieux Road.

There are some spots in Des Vieux Road that are now in an excellent condition. Where repairs have been made to the permanent way, the concrete, filling up the holes made, comes up quite flush with the level of the lines. This part of the job has been done in a workmanlike manner, and it only remains for the rest of the road to be treated in the same way.

Typhoon Warning.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 9 p.m. July 21, 1911:—"Depression northern part of China Sea. Cyclone or typhoon E. of Northern Luzon, less than 300 miles distant. Filling up. Cyclone or typhoon W. of Northern Luzon or Marianna Islands, inclining northward."

His Majesty's Mails.

When His Majesty's mails are landed in Hongkong they have always before been brought alongside in a P. O. launch proudly flying the Blue Colonial Ensign. Last night, however, after the s.s. Asaye arrived, they were brought ashore under the Hongkong Hotel Ensign on the Hotel launch. It seems that, somehow or other for once, the P.O. launch Despatch failed to be up to time when the mail steamer arrived, so the Hotel representative in charge of the Hotel launch offered the waiting P.O. officials deck room for the mails on his craft. This was accepted gratefully and so there was no delay consequently in delivery of the mail.

Garrison Orders.

The following N.C.O.s and men have been awarded acting schoolmaster's certificates as the result of the examination held in May:—A/Br. C. Warrington, R.G.A., (Gr. R. J. Wilton, R.G.A., Sgt. G. Bolton, 1st K.O.Y.L.I., and Corp. E. J. Smith, 1st K.O.Y.L.I. Leave of absence, on private affairs, has been granted to Captain R. D. Crawford, R.G.A., from 31st July to 30th September, 1911, inclusive.

Detail of officers for the ensuing week:—Field Officer for the week, and Visitor, Detention Barrack.—Capt. F. L. D. Jarrad, 126th Baluchistan Infantry. Next for Duty.—Captain T. M. Wakefield, H.K.S.B. R.G.A. To furnish night guard at Kowloon Military Hospital during ensuing week, 126th Baluchistan Infantry.

The Typhoon.

Where is this typhoon? This year it would seem that the nearer they come the finer the weather becomes. Some days after the last scare the weather broke and we were treated to both wind and rain, whilst, during the "approach," when we expected to suffer, it was beautifully fine!

Canton-Kowloon Railway.

Rapid progress is now being made on the Canton Branch of this line, the Management of the British Section is anxiously awaiting the completion of the Canton connecting link which it is expected will be opened for traffic in October next, when the reception of the Kowloon Section should be greatly increased because of the goods trade which will be shipped by railways as soon as the line is made complete.

PROPOSED CAPSULIMUN LIGHT.

[SPECIAL ARTICLE.]

A little while ago a correspondent who used the writing name of "British Sailor" made a justifiably direct attack upon the Hongkong Government with regard to their dilatoriness in keeping the promise which they made some three years ago, to improve the shipping lights in Capsulimun Pass. Our correspondent was not alone in voicing the opinion that the local authorities were to blame in this matter. The views that he then expressed were concretely the views held by all those shipowners and pilots who have to use the Pass in the course of every-day traffic. And then, a time, if not long, is not far, Hongkong's prosperity as a port depends mostly upon its entrepot capabilities. Its alleged superiority above the ports of the world is a matter of figures. In reality it does not compare with Liverpool or Glasgow so far as its ocean-going shipping is concerned. Compared

In the Same Light.

with the Port of London or New York it is eclipsed. Its daily tonnage clearances are made up by river ferries so-called. And that just brings us back to the point that Hongkong's port prosperity depends almost entirely upon its capacity for dealing, as a distribution agent, with the goods which are sent here for local consumption, the word local, of course, implying Southern China. Hence we have, above all things, to look to the welfare of our local traffic. Are we doing so? The answer cannot but be in the negative. In various ways our local shipping is not treated on an equality. Foreign steamers making use of the privileges of the port enjoy greater advantages than we do in the matter of clearances with cargo up the river. But to put apart for a moment all these considerations, the most palpable shortcoming of the Hongkong Government in its treatment of harbour affairs is to be found in its want of faith in trying out to a fulfilment its promise that the marine lights in Capsulimun Pass would shortly be put in order.

Capsulimun is a dangerous passage, narrow and treacherous with swift running tides. The Capsulimun is used at all hours of the night in all kinds of weather by a great number of the river steamers, the traffic of which makes up

The Blackbone.

of our Colony's prosperity. The ordinary shoreman would naturally suppose that in such circumstances the Government would pay assiduous attention to the safe navigation of the narrow waterway—the gateway to Canton. During the first quarter of the present year, 7,904 vessels entered Canton, representing a tonnage of 679,127 tons. During the quarter the number of vessels which cleared from the port was 7,939. The total of vessels clearing during the quarter included 6,978 inland waters steamers, besides heavy tonnage in the great number of native sailing craft using this channel.

Yet, notwithstanding all this volume of trade, we find that the Government has utterly ignored, or at least dilatorily disregarded, the outcry of the shipping companies for a placement of

Proper Lights.

in the vicinity of Capsulimun. A Government apologist wrote in our columns recently that the Public Works Department was taking action in the matter and had actually decided upon a site for the new, promised light. It was promised about three years ago. And, verily, the Government have been pleased to survey the site. We all know the difficulties under which our worthy Director of Works has to suffer, what with reference to head quarters, to the Crown Agents or to the Colonial Office in London, but surely there is something "rotten in the State of Denmark" when an important work of this description has to await the approval of Downing Street whilst local votes are passed without comment for other less important matters.

What is wanted is the erection of a leading light on Kap Sing Island situated at the Capsulimun Pass, the absence of which light

Held by Mariners.

as having been responsible for the loss of the s.s. Powan, with many lives, and the grounding of many vessels near its approach. As our correspondent pointed out in his communication of June 17, the absence of proper lights at the harbour end of Capsulimun has been a long standing grievance amongst the shipping community. The single light at Ma Wan is not sufficient. Vessels do not pick it up until almost abreast Kap Sing Island, which is four and a half miles from the Fairway Buoys.

From Kap Sing, the dangerous Bunsanial Rocks lie one mile distant, bearing S. by E., 1-4 E. 1-4.

The distance between Kap Sing and the Bunsanial Rocks is only one mile, which does not leave a very wide margin when the weather is stormy and the light bad.

After the Powan disaster, the Government gave a promise that the needed light would be constructed in due course. But there is not the least sign of it yet. The statement regarding the Powan is untrue, as she struck on the extreme Eastern end of Lantau Island. The Chairman of the Hongkong, Canton and Macao Steamship Company, in his speech at the meeting of that Company held on the 10th of February, said:—"Our day service steamers, which never have an opportunity of seeing the lights, are taxed with all other vessels in the river trade 5-6, of one cent per ton for every daily entrance into the waters of the Colony, which must be considered a very heavy tax, especially as we cannot get a small light erected on Kap Sing Island, where most needed for the safe navigation of our vessels, at a possible cost of, say, \$1,000. We have asked for more light and, in reply to our earnest request, the Harbour Master offers us stone and a bucket of white wash! The Government should take unto themselves the ancient proverb: "Deeds, not words! Light, not stone and white wash!"

MR. HOOPER RESIGNS. SANITARY BOARD.

Our readers will regret to hear that Mr. A. Shelton Hooper, who has served the public so long, intelligently and faithfully as a member of the Sanitary Board, has resigned his seat, and will no longer represent the public, as a member of that august body, should His Excellency the Governor, in whose hands Mr. Hooper's resignation has been placed, accept the same.

The community will thus lose the services of an energetic and earnest worker in all matters appertaining to sanitation.

Mr. Hooper's absence from the Board will be a distinct loss and we regret to hear—as will many others—that he has taken this step, which is clearly traceable to the proceedings of the last meeting of the Board held on Tuesday, the 18th instant.

We trust his place may be filled by one equally well qualified, and as fearless and painstaking as he has proven himself to be. We will await with interest the finding and appointment of such an one.

PROPOSED MINING COLLEGE.

THE "TELEGRAPH" CORRESPONDENT.]

Canton, July 21.

H. E. the Canton Viceroy is in receipt of a despatch from the Ministry of Agriculture, Industry and Commerce regarding the proposed establishment of a mining college. The despatch says that many foreign nations owe their prosperity to the existence of mining resources.

Although China possesses enormous mineral resources, she is lacking in mining experts to explore the fields for her. It is on this account that the establishment of a mining college to turn out students with a knowledge of mining is a great necessity.

The Ministry requests H. E. the Viceroy to instruct the Tutor of the Promotion of Industries jointly to consider the scheme with the Provincial educational Commissioner and to submit regulations governing the running of the college to the Ministry for consideration and approval.

REUTER'S
TELEGRAMS.

HOME POLITICS.

THE PARLIAMENT BILL.

[SERVICE TO THE "TELEGRAPH,"]

London, July 21, 8.40 a.m.

Lord Lansdowne's reference to "freuquents" in his speech on the third reading of the Parliament Bill in the House of Lords, is interpreted as an intention ultimately to yield.

The "Daily Graphic" expresses the belief that Lord Lansdowne will support the Government, if Lord Halsbury and Lord Wiltshire de Broke press their resistance when the Bill is returned from the House of Commons.

CABINET MEETING.

London, July 22, 1.15 a.m.

The Cabinet considered the situation after a conference between Right Hon. H. H. Asquith (the Premier) and the Master of Elibank (Chief Liberal Whip).

KING SAYS MUST FOLLOW
PREMIER'S ADVICE.

London, July 22, 7.15 a.m.

A meeting of Lord Lansdowne's supporters was summoned to Lansdown House, at which some one hundred and fifty Unionists attended. The proceedings were held in private, but it is understood that the leaders deprecated the carrying of matters to extremes.

A letter was read from the Prime Minister addressed to Mr. A. J. Balfour, the Leader of the Opposition, stating that Mr. Asquith thought it courteous and right to let him know that the Government were unable to accept the Lords' amendments.

If necessary he would advise His Majesty the King to exercise his prerogative to secure the passing of the Bill into law substantially as it left the Commons.

His Majesty had signified that he would consider it his duty to act on that advice.

The meeting arrived at no decision.

Previous to this there had been a meeting of Unionists at Mr. Balfour's residence, those present including Lord Lansdowne, Lord Salisbury, Mr. Austen Chamberlain, Mr. G. Wyndham and Mr. Bonar Law.

BY-ELECTION AT LUTON.

London, July 22, 1.15 a.m.

The result of the by-election at Luton was as follows:—

C. Harmsworth (L.) 7619

Hickman (C.) 7000

Liberal majority 619

HONGKONG PHILHARMONIC SOCIETY.

Annual Meeting.

The annual meeting of the Hongkong Philharmonic Society was held at the City Hall at 5.30 p.m. yesterday. There was a sparse attendance of members, which was no doubt, due to the inclement weather. Commodore C. J. Eyres, R.N., took the chair, while Mr. E. Marshall Wood, discharged the Secretarial duties.

The minutes of the last meeting having been read by the Secretary, the President proposed the adoption of the report and accounts. Carried.

The President stated that the statistics showed that the Society was in a flourishing condition. The affairs of the Society, he was glad to say, were satisfactory. The Society had finished a period of nine years of continuous life. Before that they had a short life and at one time there was a period of suspended animation (Laughter). The Society was now going strong. That was largely due to the individual efforts of a few members. A Society like that in a community of limited numbers like Hongkong could only be kept alive by putting life into their instruments. He thought that every new resident in the Colony who possessed musical talents should be invited to join the Society. He would like to allude to the serious loss which had recently been sustained by the Society. He felt sensible of the honour done him in being appointed President of the Society, but at the same time he could not help pointing out to the loss to the Society by the departure of Sir Henry May.

Mr. Denman Fuller announced the selections for next season's concert. The chief item was a piece called "Song of the Western Men" by Bjornson and also "Chough and Crow" by Bishop, both the pieces being for chorus and orchestra. There would also be a Romance for piano and orchestra and a song cycle. He had undertaken the orchestration of certain works, which would all go to make an excellent concert in a place like Hongkong, there were no little difficulties in getting up a concert. Some members found that they had to attend dinner parties, while others wished to go to dances and so forth, which were all factors to be reckoned with.

The Secretary put a resolution to the meeting aiming at the establishment of a distinction between active and non-active members.

Mr. F. C. Barlow seconded. Carried.

The President remarked that the present strength of the Committee consisted of the Honorary Secretary and Treasurer and six members of Committee, with the President. Two of the Committee were retiring—Messrs. Hase and Earle.

By general support, the present members of the Committee were re-elected. The following four names were also added to the Committee:—Messrs. F. Austin, Ralph, H. F. Campbell and J. W. White.

The Secretary proposed a vote of thanks to the retiring officers, Messrs. Hase and Earle, which was received with acclamation.

After votes of thanks had been passed to the President and Mr. Denman Fuller, the meeting terminated.

Annual Report.

Following is the annual report of the Society:—The Committee have pleasure in presenting their Annual Report for the Season 1910-1911.

The Membership of the Society steadily increases and now numbers 126; gratifying as this is, the Committee, however, feel that there are yet many residents in the Colony who might be induced to join, either as Vice-Presidents or as Subscribers or Active Members, and the Committee earnestly ask for the co-operation of Members to this end.

The Society again gave two Concerts during the Season. The first was held in the Theatre Royal in December, the principal item being Elgar's "Banner of St. George," a work originally given by the Society in 1907. In the absence of Mr. Denman Fuller in England Mr. E. J. Chapman kindly acted as Conductor and the Committee wish to take this opportunity of thanking him for his services in this direction.

The Second Concert took place in St. Andrew's Hall in April under the Conductorship of Mr. Denman Fuller, recently returned from England.

The Second Concert of the Season has usually been confined to Chamber Music, but as this year so many members were desirous of taking part, it was decided to produce Barnett's "Ancient Mariner," and this work formed the principal part of the programme. No band parts being available this work was orchestrated at very short notice by Mr. Denman Fuller in what proved to be a most satisfactory manner.

The Committee submit that a considerable advance has been made in the standard of excellence of the two Concerts of the Season, as compared with former seasons, but no appreciable increase of attendance can be recorded.

This is regrettable, but it is hoped that the artistic improvement may result in greater support by the public next season.

The Committee desire to express their thanks to all those members who took part in these concerts, and particularly to Mrs. Goldsmith, Mrs. Schofield, Mrs. Stainer, Mr. F. Austin, Mr. Denman Fuller, Mr. Denman, Mr. Moore, Dr. Schofield, R.N., and Mr. Timmerscheidt, all of whom rendered valuable assistance as soloists, and to Mrs. R. H. Cousin and Mrs. W. E. Tibbs for their excellent work as the accompanists of the Society.

At Mr. Denman Fuller's invitation some of the vocal members of the Society assisted in conjunction with the Cathedral Choir at the special Coronation Organ Recital given in the Cathedral on June 19th. The Recital was a great success and the Committee are glad that the Society was able to render assistance.

It was with much regret that the Society parted with Sir Henry May, K.C.M.G., for many years its President; the Society now welcomes Commodore Eyres, R.N., who has kindly accepted the vacant office.

The Society regrets losing the services of Mr. F. G. May, the Hon. Secretary. The secretarial work for the latter half of the past season has been undertaken by Mr. E. Marshall Wood.

The Committee wish to thank the Conductor, the Hon. Secretary and the Hon. Treasurer for their untiring efforts in carrying on the work of the Society during the past season.

As in previous years the expenses connected with both Concerts exceeded the receipts, the loss being in each case carried to the General Account.

After paying all expenses, however, the Society is to be congratulated on a balance of \$333.82 to be carried forward to next season, which it is hoped will have a successful an issue as those in the past.

During the year, the accounts were audited by Mr. Benth.

COMMODORE C. J. EYRES, R.N., President.

E. MARSHALL WOOD, Hon. Secretary.

ANTI-OPIMUM CRUSADE.

The New Farm in Canton.

THE "TELEGRAPH" CORRESPONDENT.] Canton, July 21.

As already reported in your columns, the Anti-Opium Medicine Farm was established in Canton on Sunday last. There was much agitation among the prepared opium dealers in Fatsan, who regard the existence of the Farm as liable to disorganize their business.

Before the Farm was instituted, the prepared opium dealers could prepare opium after payment of a tax in exchange for the transit pass. Now they are required to pay, besides, a fee for the supply of the anti-opium medicine to be mixed with the opium in course of preparation, and they have also to get the anti-opium medicine to mix with their old stock of prepared opium.

A meeting of their guild was convened some days ago to consider what are the best measures to be taken. The decision arrived at was that while willing to pay the fees for the supply of this anti-opium medicine for the opium not yet prepared, they would not pay the fees on the opium prepared before the existence of the farm.

SHAREBROKERS AND
THEIR LIABILITIES.

There will appear in the columns of the "Telegraph" every Saturday, until concluded, a portion of an article entitled the "Rights, Duties and Liabilities of Sharebrokers." We venture to assert boldly, that this article will be read with avidity by all who may be interested in shares—and who is not?—either as speculators or as mere investors. This article should and will be preserved by many for future reference and use.

FREIGHT CIRCULAR.

Hongkong, 22nd July.

Chartering operations during the past fortnight have been on about the same lines as described in our last report, demand for tonnage was very light, in consequence of which rates in various directions have declined and there seems to be no immediate prospect of a change for the better.

Saigon-Hongkong rate remains at 8 cents, regular liners having very little to do.

Saigon-Philippines:—Except the fixtures of boats managed in the Philippines, enquiries for tonnage put on this market have led to the charters of three steamers at 22 cents per picul to Manila and Cebu.

Saigon-Java:—We have not heard of any fresh transactions.

Java-Hongkong:—The market continues very quiet with no inquiry whatever for "outside" tonnage.

Nowehwang:—Only one charter has transpired at the reduced rate of 25 cents. Reports from Nowehwang having reached here that prices for beans have gone up considerably, chartering operations are at a standstill since the last few days.

Coal freights for Japan have further weakened, owing to several large carriers offering in the market. There is however still a good demand. Fixtures reported:—Molt-Hongkong \$1.70-\$1.75 per ton, Wakamatsu-Saigon \$3.40-\$3.25 per ton, Wakamatsu-Canton \$2.00 per ton, Port Courbet-Swanton \$2.00-\$1.70 per ton, Hiphong-Canton \$2.00 per ton.

Timecharters:—A few vessels have been taken up on Timecharter for special trades, viz:—S.S. "Manshu Maru" and S.S. "Meduff" for coal and/or cattle between Australia and the Philippines, S.S. "Mario" on the regular Saigon run, charter has been extended for further 12 months, and S.S. "Protos" is reported fixed up North.

Sales:—Norw. S.S. "Prosper" 924 net reg. tons has been sold to Russian buyers.

Salt Tonnage loading or to load. For Baltimore and New York. Brit. barque "Radiant" 1,840 tons net reg. October-November (Messrs. Siemens & Co.); Brit. barque "Pelipse" 2,000 tons net reg. July-October (Messrs. Arnhold, Karberg & Co.); Brit. barque "Arrow" 3,000 tons net reg. October-December (Messrs. Arnhold, Karberg & Co.).

LAMKE & ROGGE.

COAL REPORT.

Sales:—No Business reported during the fortnight; market dull. Quotations:—Cardiff \$19.00 to \$21.00 ex-warehouse, nominal. Australian West Wallsend \$11.25 ex-ship, nominal. Yuhari Lump \$12.00 ex-ship nominal. Miiki Lump \$10.50 to \$11.00 ex-ship, nominal. Moji Lump \$7.75 to \$9.50 ex-ship, steady; Moji Unscreamed \$6.00 to \$8.00 ex-ship, steady; Akaike Lump \$8.00 to \$8.25 ex-ship, steady; Kaiping Navy Lump \$10.00 to \$10.25 ex-ship nominal. Kaiping Loco Lump \$7.50 to \$7.75 ex-ship; Kaiping No. 5 Dust \$6.50 to \$6.75 ex-ship; Kaiping No. 1 Dust \$6.25 ex-ship; Fushun Lump \$8.25 ex-ship; Fushun Unscreamed \$7.25 ex-ship; Fushun Dust \$6.25 ex-ship.

The Tar Treatment.

The part of Queen's Road that has been treated with tar shows a decided improvement over the rest of the thoroughfare; especially during wet weather. During the rains of the week it has been possible to cross the street without materially soiling the boots.

AMERICAN AGRICULTURIST IN
HONGKONG.

High Praise of Milk Supply.

Professor O. V. Piper, of the United States Department of Agriculture, Washington, D. C., was in Hongkong recently for a few days. He has been spending the last few months in the Philippine Islands investigating on behalf of his Government the matter of producing forage for the use of army horses all of which, at present, is imported from America or Australia.

By the use of Rhode's Grass he is confident that hay of a high quality can be produced cheaply in the Philippines. The preliminary experiments have been carried out under Professor Piper's direction, and have proved successful, and as a result, extensive plantings will be made next season.

He has also made a study of the water gardens so highly developed about Canton, and has sent a special report on the subject to his department at Washington.

A few months ago while in Hongkong Professor Piper visited the Dairy Farm Company's various properties and farms with all of which he was greatly pleased and speaks in very high praise of the results accomplished by this company. What he saw interested him greatly and he expressed himself as being anxious to make the Farm the subject of a special and exhaustive report to his government, on the plant and methods in vogue in the numerous establishments operated by the Company. In his opinion this Company have completely solved the problem of fresh milk production in tropical countries and he sees no reason, why the same methods should not find wide use throughout the tropics.

"At the present time, the Hongkong Dairy Farm," he says, "is one of the very few successful examples of such an enterprise, and may well be used as a model in other tropical regions."

Six months' residence in the East though sufficient to give Professor Piper a comprehensive idea of many of the difficulties to be overcome in Eastern dairying, is not long enough to give one of even Professor Piper's high, scientific attainments and technical knowledge, as complete a grasp of the situation and acquaint him with the pitfalls ever present to ensnare the unwary dairyman of Far Eastern countries.

SUNDAY SERVICES.

St. John's Cathedral, Hongkong.—23rd July, 6th Sunday after Trinity. Holy Communion 8.15 a.m.; Matins 11 a.m.; Responses, Psalms, Venite, Gradual, Psalms, of the 23rd morning; Te Deum, Russell, Jones, Pye; Benedictus, Barnby; Hymns, 260, 178 and 418; Preacher, The Bishop of Victoria. Evensong 5.45 p.m.; Responses, Psalms, of the 23rd evening (1); Magnificat, Nunc Dimittis, Maundy in D.; Anthem, "Love not the World"; Sullivan; Hymns, 550 and 17; Sevenfold Amen; Voluntary, Allegro (Sonata in G.) Elgar.

St. Andrew's Church, Kowloon.—23rd July, 6th Sunday after Trinity. Holy Communion at 8 a.m.; Rev. W. Rogers; Morning Service at 11 a.m.; Rev. W. Foster Pegg; Evening Service at 6 p.m.; Rev. A. C. Morlon; Services on Sundays, Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m.; Holy Communion on 1st, 3rd and 5th Sundays at noon; Morning Prayer at 11 a.m.; Evening Prayer at 6 p.m.

Garrison Divine Service will be conducted on Sunday next as follows:—

Church of England:—The Cathedral, 9.15 a.m.; Detention Barracks, 8.30 a.m.; Stonecutters, Barracks, under orders; Military Hospital, Bowen Road, 6 p.m.; Lyemun Barracks, under orders; St. Andrew's Church, 11 a.m.; Mount Austin, Barracks, under orders; Sanitarium Barracks, under orders; Baptist, Congregationalist, Presbyterian: Union Church, 11 a.m.; Wesleyan: Wesleyan Church, 10.5 a.m.; Mount Austin, 9.5 a.m.; Roman Catholic: St. Joseph's Church, 10 a.m.; Kowloon, Rosary Church, 9 a.m.

BACON & HAM.

DO YOU WANT THE BEST FOR YOUR TABLE

SEND US YOUR ORDERS

WE STOCK ABSOLUTELY 1st QUALITY.

AUSTRALIAN MILD CURED

BACON & HAMS

PRICES MODERATE.

THE DAIRY FARM CO., LIMITED.



The Peninsular & Oriental Steam Navigation Company.

TEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship

"DELHI"

Captain H. S. Bradshaw, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 6th August, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "Moldavia," 6,000 tons, from Colon, passengers' accommodation in which is secured before departure from Hongkong.

Milk and Valuable, all cargo for Europe and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Calcutta," due in London on the 17th September, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 22nd July, 1911. [4]

WING KEE & CO.

47-49, Connaught Rd.

SHOEHANDLERS,

PROVISION & COAL

Hongkong, 23rd Mar. 1911. [970]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [868]

POPULAR
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [84]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

No. 1, Queen's Road East, HONGKONG.

29th April, 1911. [1095]

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR"
COLLAR

\$5.00 per doz.

In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL,
LIMITED.

28, Queen's Road.

Hongkong, 15th June, 1911. [1048]

THE
SUMMER DRINK.

CAN BE MIXED WITH WATER, LEMONADE, SODA, &c., AND MAKES AN IDEAL COOLING AND REFRESHING DRINK.

IT IS THE MOST POPULAR NON-ALCOHOLIC DRINK IN THE UNITED STATES.



H. PRICE & CO., LTD.

12, Queen's Rd Central.

Hongkong, 21st July, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong
"Empress of Japan" Sails, July 22, "Atlas Line" Fri., Aug. 18.
"Empress of India" Sails, Aug. 12, "Empress of Britain" Fri., Sept. 8.
"Empress of China" Sails, Sept. 2, "Atlas Line" Fri., Sept. 29.
"Monteagle" Sails, Sept. 12, "Empress of Ireland" Fri., Oct. 20.
"Empress of Japan" Sails, Sept. 23, "Empress of India" Fri., Oct. 20.
"Empress of China" Sails, Oct. 11, "Atlas Line" Fri., Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Steerage Passengers (Second Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £13. Via New York £15.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Paddy Street and Praya (Opposite Black Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI HANGSANG* Sunday, 23rd July, D'light.
TIENTSIN & SWATOW
TSINGTAU, WEIHAI, CHEONGSHING* Monday, 24th July, Noon.
WU & CHITOO
MANILA LOONGSANG* Saturday, 29th July, 2 p.m.
SHANGHAI, KODE & FOOKSANG* Tuesday, 31st Aug., Noon.
MOJI
RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kuisang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kufat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 22nd July, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ONTARIO"	11,000	John Findlay	August 14th.
"SUVERIC"	11,000	P. Cowley	August 22nd.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Ancon and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 20th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected at about	Will leave on or about
Tjilawong	JAVA	2nd half July	SHANGHAI 2nd half July
Tjiamahi	JAVA	2nd half July	JAPAN 2nd half July
Tjipodas	JAPAN	2nd half July	JAVA 2nd half July
Tjikini	JAVA	1st half Aug.	JAPAN 1st half Aug.
Tjilatja	JAVA	2nd half Aug.	SHANGHAI 2nd half Aug.
Tjilaoem	JAVA	2nd half Aug.	SHANGHAI 2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of second passengers, and will take cargo to all Ports in Netherlands-India on through Bills.

For particulars of Freight and Passage, apply to the

Telephone No. 375

JAVA-CHINA-JAPAN LIJN,
York Buildings

[914]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	KITANO MARU, Capt. F. E. Cope, Tons 9,000 IYO MARU, Capt. R. Takada, Tons 7,000 HIRANO MARU, Capt. H. Fraser, T. 9,000	WEDNESDAY, 2nd Aug., at D'light. WED. DAY, 16th Aug., at Daylight. WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE via KAILUNG, SHANGHAI, MOJI, KODE, YOKOHAMA, SHIMIZU & YOKOHAMA	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 12th Aug., from KOBE
---	--	--------------------------------

VICTORIA, B.C., & SEATTLE via KAILUNG, SHANGHAI, MOJI, KODE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Itizawa, Tons 7,000 INADA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 15th Aug., at 1 p.m. TUESDAY, 12th Sept., at 4 p.m.
---	--	---

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, Tons 7,000 YAWATA MARU, Capt. T. Sakino, Tons 5,000	FRIDAY, 4th Aug., at Noon. FRIDAY, 1st Sept., at Noon.
--	---	---

KOBE and YOKO-HAMA	YAWATA MARU, Capt. T. Sakino, T. 5,000	TUESDAY, 1st August, at Noon.
--------------------------	--	-------------------------------

KOBE & YOKO-HAMA	TANGO MARU, Capt. Kawara, Tons 8,000	THURSDAY, 3rd Aug., at 11 a.m.
------------------------	--------------------------------------	--------------------------------

SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. H. Nomura, Tons 7,000	WEDNESDAY, 2nd Aug.
-----------------------------	--	---------------------

BOMBAY via SINGAPORE & COLOMBO.....	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	TUESDAY, 25th July.
-------------------------------------	--	---------------------

§ Fitted with new system of wireless telegraphy. | Cargo only.
* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KODE	MOJI	NAAGAKI
	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days, and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

[5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	"CHENAN"	23rd July, 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	25th " 4 p.m.
HAIPHONG	"SINGAN"	27th " 10 a.m.
SHANGHAI	"LINAN"	27th " 4 p.m.
SHANGHAI	"CHINHUA"	29th " M'night.
WEIHAIWEI & TIENTSIN	"HUICHOW"	1st Aug., 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, alt. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 84.

Hongkong, 21st July, 1911.

[9]

Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. Ambria	28th July
" Alois	9th Aug.
" Freudenthal	25th Aug.
" Suavia	6th Sept.
" Sachsen	24th Sept.
" Bayern	6th Oct.

For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:	S.S. "Spezia"	2nd Aug.
For Havre & Hamburg:	S.S. "Liberia"	7th Aug.
For Rotterdam & Hamburg:	S.S. "Segovia"	12th Aug.
For Havre, Hamburg & Antwerp:	"Saxonia"	17th Aug.
For Marseilles, Havre & Hamburg:	S.S. "Silvia"	21st Aug.

Hamburg-Amerika Linie,

Hongkong Office.

[956]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 31st July, 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd July, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHUI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
For Freight and Passage, apply to				

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	28th July	Sunday, Aug. 19.
EASTERN	25th Aug.	" Sept. 16.
ALDENHAM	8th Sept.	" Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

[967]



TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Tenyo Maru	21,000	E. Bent	Friday, July 28, Noon.
Nippon Maru	11,000	H. S. Smith	Friday, Aug. 18, Noon.

† Triple Screw, turbine engines. * Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraphed Post Office.
The Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 25th July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Kiyo Maru	17,200	S. Tojo	Tuesday, Aug. 15, Noon.
Buyo Maru	10,600	K. Hachimoto	Saturday, Oct. 14, Noon.

The Steamers "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Black Pier).

[848]

COMMERCIAL.

Messrs. E. S. Kadoorie in their Weekly Share Report, dated Hongkong, July 21st, state that business during the week has been on a moderate scale, but as they close, the market is considerably more active with most stocks in fair demand.

Rubber.—The rubber quotation from London gives 4-5 for Fine Hard Para, the London share market being stagnant, and at the moment of writing prices would appear to be on a slightly lower level.

Banks.—Hongkong and Shanghai Banks have been the medium of a fair business at \$910, at which rate more could probably be placed. The result for the half-year has been published declaring a dividend of 22 per share, an addition to the silver reserve fund of \$500,000 and a carry forward of \$2,000,000.

Marine Insurances.—Unions have changed hands at \$815 and close in demand. Cantons are unaltered from last week with, however, buyers still prevailing at \$205. North Chinas are wanted at \$170.

Fire Insurances.—Hongkong Fires are in request at \$335 whilst China Fires have been the medium of a fair business at rates ranging from \$110.1-2 to \$121.1-2, closing with buyers at \$121.

Shipping.—Hongkong, Canton and Macao Steamboats remain on offer at \$31. Indos have firmed slightly and could be placed at \$64. China and Manilas are offering at \$10.3-4 and Shells are neglected at 80-8 after sales at the figure. Old Star Ferries have advanced to \$26.1-4 and the New shares are enquired for at \$16.

Refineries.—China Sugars, after transactions at \$101, close steady with buyers. Luzons have changed hands to a considerable extent at \$24.1-2 and \$25 and more could probably be placed at this latter rate.

Mining.—Chinese Engineering and Minings at \$13 and Rauba at \$2 are a neglected market. The latest Lingkat quotation from Shanghai gives \$13. 93. Trough Mines weakened in London in the early part of the week but at the time of writing have again firmed up, no shares being on offer under \$6.6 with buyers offering \$5.6.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have been dealt in at \$50, Hongkong and Whampoa Docks have had transactions at \$56.3-4 and \$57. In Shanghai Hongkong Wharves remain unchanged at \$13.8-4 and Docks have weakened to a nominal quotation of \$13. 52.

Lands, Hotels and Buildings.—There is a fairly strong demand for Hongkong Lands at \$96 with sellers holding out for higher rates. West Points remain quiet at \$47 and Kowloon Lands are wanted at \$25. Hongkong Hotel Old shares are quoted \$120 with no business to report. The New shares at \$75 are offering.

Cotton Mills.—Hongkong Cottons, after sales at \$21.3-4, are in strong demand at \$6 with no shares offering.

Miscellaneous.—Green Island Cements have been largely dealt in during the week at rates between \$3.50 and \$3.75, closing with buyers at \$3.00. China Providents are wanted at \$7.1-2. Humphreys Estates have been done at \$6.1-2 and Hongkong Ice has again been dealt in at \$180, closing with further buyers. Hongkong Ropes could probably be placed at \$10, Dairy Farms at \$21.1-2 and Electric at \$21.1-2. William Powells have again advanced and are now wanted at \$4, with no sellers. China Borneos are quiet at \$93-4.

Exchange.—The Bank's drawing rate on London is 1.9 5-8 on demand and the T. T. Rate on Shanghai is 74 7-8.

UNIVERSAL PEACE.

WOMAN AND THE CAUSE OF PEACE.

(Continued from last Saturday.)

Every autocratic government fears woman and her influence. The General, and as a result the Sovereign, sees in her an element of danger. This distrust spreads from high to low. "Cherchez la femme!" She is the obstacle which autocracy always seeks, and sometimes finds, in its path. How can the absolute power of a Pope, a Sultan or a Napoleon, which requires each man to a limp chattel—absolutely without volition for himself or for his own—how, in a word, can Reason of State be reconciled with the intangible resistance of woman, as she defends the spirit of family, of child, of home?

No good General on campaign has ever wished his soldiers to be laying up money and thus bearing witness to their desire for long life, and so the best soldier has too often been the most disreputable citizen. To say nothing of the language of the camp and the manners of the barracks, this explains the deliberate scorn with which military fanatics have always looked down upon woman. In the exaltation of mysticism or ambition the first step is invariably to thrust aside, as worthless, the woman, the child and the family. Under such a regime there are no jokes too brutal to be aimed at the head of a family or at family virtues, and thus, indirectly, at woman herself. No governmental tyranny, no policy of exploitation and conquest is conceivable in a country where woman is free and untrammelled, and hence the need of a policy of keeping her silently in the background, instead of giving her her opportunity. Let her be obedient and not meddling. This is her first duty. In the Orient, in Italy, in Spain, the traditions of the Roman Empire and the Roman Church impose this duty on her. In France we have in addition the traditions of Louis XIV and Napoleon. In these days of the web-nurse, the boarding school and the barracks, everything in our French education separates the son from his mother and his family. Think of what used to become of a boy after seven years of obligatory military service!

Our literature, in its folly, bears witness that woman is the real obstacle to the spirit of conquest, lamentations about the anti-military spirit in France are being dimmed into our ears. Men seem really willing to regard this as a new product, one of the wretched fruits of the republican regime. This is not so. The talk about anti-militarism is louder here than elsewhere, as is that about all similar difficulties. Our regime of free discussion has its drawbacks as well as its advantages. There is as much anti-militarism—indeed there is more, in Germany, in England, in Russia. It has nothing to do with the form of government. To a greater or less degree it has always existed everywhere. Its existence does not lessen in any degree the certainty that every Frenchman and every Frenchwoman would rise, as they did in the Revolution, to defend the soil and the liberties of the nation, just as every woman would gladly die in the defense of her child; violence calls out violence and revolt. There is no great need for elaborate phrases to affirm this nor for extraordinary insight to understand it, if one knows France. It is because this is so that the overwhelming majority of the people, reluctant to carry to others a war which they would reply at home, have no desire for new imperial war, or campaigns of conquest. The doctrine of republican France is to defend its own if necessary, but not to attack. This is the national sentiment, which our women fully share with our men. On this point their accord is definite and complete. Such accord is the natural state of things in a civilized country; formerly it was feared all the more on that account.

It is true that the common people could not be prevented from thinking of these matters as women do, but they have had their mind diverted; and then they had no real voice about the matter.

But woman, there was the source of danger! No one has ever stated the case more clearly than Cornelle. Where can one find a woman speaking more dangerously than Sabina as she realizes the life and death struggle between the Horatii and the Curiatii, or words more violently anti-patriotic than those of Camilla Sabina before the conflict explains:

"Je suis Romaine, hélas! puisque Horace est Romain."

But her tears are for the vanquished and her hate for the victors. And how does Camilla welcome her victorious brother?

"Rome, punique objet de mon ressentiment, Rome, enfin, que je hais... Puissent tous ses voisins ensemble conjurer Saper ses fondements encores mal assurés!"

Voir le dernier Romain, a son dernier soupir. Moi seule en ce cas cause et mourir de plaisir!"

There are no more familiar lines in our literature. Camilla forgets everything—her parents, her childhood home, because the fortunes of war are with her brother, and her lover is carried off. Hear how she cries out against the army, against the State, and remember that she paid with her life for her outbreak:

"... Ainsi recevoir un châtiment soudain. Quiconque ose pleurer un ennemi romain!"

Camilla was as much of a pacifist, of an anti-patriot, as it is possible to conceive, and she was born in the reign of Louis XIV. She is the child not merely of the genius of Cornelle, but of the very heart of Humanity. As a daughter, a sister, a lover, a wife, in a word, as a woman, it is her mission, throughout the ages, when ignorance or statecraft sets men one against another, to bring them together again. By her ceaseless effort, by her doubtful success, she shows that no Reason of State can prevail against the laws of nature.

A woman marries a man from another land; some unforeseen diplomatic complication makes this man her enemy, or at any rate, the enemy of her country. Her own husband and her children take up arms against her own father and brother. They leave her present home, intent on burning the home in which she was born, to spread bitterness and ruin in payment for the happiness, for the life itself, which she has given them. In such a situation will she be asked to-day, as she has been asked for centuries, to stand at one side, unfeeling, resigned, and powerless? No; with all the conflicting forces of justice soon to be reunited in her—all the force of her love as a wife, a daughter, a sister, a mother, she will cry out in protest. And let no one say, "It is her own fault; why did she marry a foreigner?" Has not many a sovereign set her the example, and, for the sake of a throne, given up fatherland and religion? To-day Camilla lives elsewhere than in the theatre and in the memory. Her name is legion. Her enemies should be on their guard. It is particularly among women that the solidarity of which I spoke a moment ago can be felt and Camilla's outcry is its living expression, no matter what her country may be. To-day Camilla's bitter words do not fall on the unlistening ear of the Court; they go straight to the heart of the people. They are recited by the children at school. Without our realizing it, they pass from house to house. They give pause, they enter into men's spirits, while the militarists of to-day think they are doing all that is necessary in silencing outbursts much less dangerous to the cause. No matter what her public attitude, every woman is now asking herself whether any Reason of State can be worth the sacrifice of what she holds most dear in the world. In other words, love, pity, the weakness of the many, all those reasons which reason herself understands not, are arrayed against the so-called Reason of State.

The influence of woman to-day is spreading, as is that of the common people—as are the influences of music, art, science, which like that of woman, are unceasingly intangible and universal.

Disregarding a few precieuses ridicules, dolls, caricatures,—these are inevitable and negligible,—this influence of woman is constantly working secretly against war, as Jeanne d'Arc years ago worked openly.

This, I repeat, is one of the reasons why the influence of woman has always been antagonized; why it is antagonized to-day and will be for years to come, by every means, not only legislative and public, but by the most hypocritical and the very lowest, even by corruption.

It is not enough to dominate woman, to take advantage of her, to thrust her to the second place. The way to reduce her to absolute powerlessness and to take from her the right and even the desire to protest, is to bury her under flowers, to delude her. Of course, this corruption is encouraged by all those who profit by it, beginning with the rich men's sons who must have their fling. Those must sow their wild oats, but we must not forget that some youth is having its fling at the cost of other youth. Thus there is developed a whole, more or less unconscious system of corruption, working from above down, from those who ought to be furnishing a better example. There is actually a business of pornography, through which large corporations are enriching themselves, just as in every country the city, or the State itself, waxes rich from alcohol. We preach abstinence, and we denounce the poison, but we sell it.

Naturally it is the children of the poor and defenseless who are the victims, not those of the rich and protected. Young girls, hardly more than children, fall by millions into the net which is spread forth to catch them. At the doors of the kitchen and the workshop they are greeted by a special type of illustrated literature designed to emphasize their isolation and unhelpfulness, for the sole purpose of turning them from honest lives. And this is possible because of the indifference of respectable women, who sit at home, and of the public at large, who know nothing about it. And still people are astonished when in revenge some of those wretched creatures, before being cast aside as spoiled food and swept into the stream of oblivion, have incited the "Apaches" against the "Bourgeois."

Up to the present the women have not been able—have not wished or have not known how—to organize themselves in their own defense. Their failure to do so has naturally encouraged men in his error, but that the time is soon coming when the march of events will bring the women together is certain. Far from being an anarchic element in our society, the influence of woman would prove to be its safety, as it is now the safety of the family.

In my own life I have several times started on the wrong track; I spent seven idle years in college, and other mistakes followed as the years went on. My education has been made and made over by my widowed mother, by my sisters, by my wife. One day I said this to some friends in America and they added, "Wait until it is completed by your daughters." It is woman who teaches us manly courage, the courage which smiles in misfortune and persists until death itself. It is woman who teaches us real control, not that which we impose on others, but that which we accept ourselves.

Let us be humane, it is the best service we can render our country. Let us be gentle with the weak. This should be our point of honour; it is the real patriotism and the most sensible, for it is the only one from which sooner or later our land is sure to reap the fruits. To do anything else is to be barbarous. The future of our country, whatever it may be, depends upon our respect of the rights of others, the rights of the feeble as well as those of the strong.

Just so long as respect for women, respect for children and for the people at large is not in our hearts, just so long, in a word, as we lack the sense of national and personal justice, international justice will be but a dream broken by bloody awakenings. Peace can come from but a single victory—that we gain over ourselves. D'Estournelles de Constant.

POKER.

Hipple's Conscience Proves Too Tender for Poker Playing and He Meets With a Violent Death.

"They is a sley o' people in this here world, said old man Greenhut, as is too blamo consentional f'r any reasonable purpose. The way I look at it, a man's conscience is give to him, same as his other faculties, for to help him along in the world."

"The way I look at it, there ain't no one thing 't a conscience is good for 't's more important nor it is to see 't everybody gits what rightly belongs to him. 'N' it's every man's duty for to giv' his own. Stands to reason, 'tain't no part of any man's business for to be lookin' out 't other folks gits what's comin' to them. 'T they can't look out for it their own selves, 'tain't comin' to 'em."

"Nigh hand to where I lived to Mississippi afore I took to the river, there was a feller 't growed up time I did 't had an old man 't took a heap o' pains eddication' o' him. I never seen a boy as well brought up as Bill Hippie was. 'Peared like the old man would 't never let up on him. Licked him day an' night, an' when he hadn't done nothin' out o' the way 't old man 't lick him f'r fear he would do sompin'."

"There was some thought he was overdoin' o' it, 'n' the preacher 't lived in the next house to old man Hippie used to argy with him. 'Brother Hippie, he'd say, 'you'd ought for to take thought o' that boy's future'. If you go on lickin' the stuffin' outter him the way you do, you'll break his spirit. An' besides, he says, 'it's most mighty annoyin' to the neighbours for to hear him yell the way he does."

Disagrees With the Preacher.

"There was one thing to be said f'r old man Hippie. He was pious, 'n' there wa'n't nothin' further f'r him mind 'n' to speak disrespectful to a preacher, so he listened, quiet, an' didn't get mad. But he shook his head, an' he says: 'I reckon you're wrong about breakin' his spirit, Brother Sniffin'."

"But all that's neither here nor there, 'ceptin' as showin' how thorough Bill Hippie was educated. He'd shoot a pin outter a pin cushion at twenty yards with a revolver, an' he was the best man in Mississippi in a rough and tumble when he was 21. He always had his weapons in order. He told me once that the worst lickin' his dad ever gave him was for lettin' his bowie knife get rusty. I never knowed him to put a drop o' water in his whiskey, an' the old man had taught him to play poker fore he was 10 years old."

"Then, when he was 21, the old man give him a dollar an' turned him outen doors."

"Must 'a been all o' five year afore I seen him again, an' by that time I was runnin' the bar on the old Prairie Belle. 'T was a boat f'r up North 't run f'r St. Louis to Memphis. Bill Hippie come aboard at Cairo, goin' South, an' it didn't take two looks to tell 't he were a sure enough p'fessional by that time. He wore dressed like the p'fessionals did, an' he had diamonds enough onto him fer to feed chickens with."

"They was a pal of his named Hippie, 't were as handsome dressed as Bill, but wa'n't half so good lookin'. He was some like lightnin', though, when it come to dealin' cards, an' him an' Bill was playin' poker with three Texas drovers fore we was more'n a hour f'r Cairo."

"One o' them drovers—George Patton they called him—was consid'able of a dabster hisself in the matter of handlin' cards, an' 'twasn't long afore he was watchin' Hammond—that was Hippie's pal—an' watchin' o' him right sharp. I was lookin' on an' I seen Patton lookin' at the other two drovers, consid'able intelligent like while Hammond was dealin', but there wa'n't nothin' said—not just then, there wa'n't."

One Texan Came In.

"There mought 'a been somethin' to look at 'n the deal, too, judgin' by the slowdown. This here Patton were the age, an' he'd anted two dollars call five. Then one o' the other Texans—they was two brothers named Sweet—he come in, an' Hippie, he raised it five."

"That let the other Sweet out but Hammond, he stayed an' looked at Patton some like he was expectin' for to see it raised again. But Patton he throwed his cards down, 'thouten a word, an' Sweet he soon the raise, sayin' nothin', too. O' course, that closed the pot, an' I seen 't Hammond were consid'able surprised."

"It was Sweet's first say, but Sweet says he reckons he won't take none, an' Hippie says he don't think he c'n improve, so all's there was for Hammond to do was to help hisself."

"Now, I hadn't been travelin' the river f'r nothin', an' there wa'n't many stunts as the p'fessionals c'd do but what I knowed 't a' nigh what they was doin', an' I seen Hammond fumble the deck just a mite while he was sayin' he reckoned he'd take one card. He was slick, though, an' I couldn't 'a' swore it he took the third card 'stead o' the top one, but I reckon 't likely, bein' as he was likely expectin' Patton an' Sweet for to take one apiece."

"I c'd see 't Patton was watchin' monstrous close f'r a man 't had dropped out, an' may be he seen clear'n I did. Anyhow, his lips kind o' flicked a little like he'd suspicioned somemin' an' found he was right. He didn't say nothin', though. Just set by. 'Tt were Sweet's bet an' he throwed in a white chip. Then Hippie he bet ten, an' Hammond he looked at his hand an' p'tended to study a long time. Then he says: 'I reckon I'll have to stay, 'n' he came in."

Sweet Had Four Tens.

"I reckon I seen, clear enough, by this time 't he were lookin' f'r Sweet to raise, an' Hammond to stay, so's he c'd have another chance to raise his ownself; but Sweet says, cool as a cucumber, 'I call, an' he throwed his hand down face up, when he'd put in his money. He had four tens."

"O' course Hippie had to show down his straight flush to claim the money, an' Hammond started to throw his cards in the discard, but Sweet says, very mild like: 'What'd you have?' an' he had to show 'em. They was a ace full."

"Just naturally it looked to me like there was the makin' of a rough house right then, an' Bill Hippie, he set as cum 's a big rockin' straight at Patton, like as if he reckoned the two Sweets wa'n't likely to do nothin' 'till Patton give 'em the office."

"But Patton, he set, just as Hippie, an' he reached for the deck. That sure was a unusual deal, he says, quiet an' smooth, as he begin to deal. 'I had four sevens my ownself, he said, an' f'r one, I believed him. 'Nobody said nothin', an' Patton finished the deal."

"That man sure was a wonder. I've saw others do stunts with cards 't I wouldn't 'a' believed if I hadn't saw 'em, but I couldn't hardly believe what he did after I seen it."

"It were Sweet's ante, o' course, an' he put up the same two calls five an' when he picks up his cards I seen him give a little start an' then grin, just a faint little smile, but he straightened his face out quick, an' never knowed till after 't he'd catched four sevens."

Hipple Changed His Mind.

"Hipple looked at his hand an' made out, first off, like he was going to chuck it, but then he tightened his lips an' throwed in his five. That put it up to the other Sweet, an' he made it ten to play, like Hippie had did the deal afore. There was a grin on his face, too, but he didn't try to hide it."

"Then Hammond he laid down, an' Patton looked at his hand, but finally he came in. Then the Sweet that had the four sevens he laid down, keepin' his cards in front of him, an' o' course the pot was closed when Hippie seen the raise."

"In the draw Hippie said he reckoned he'd stand pat, an' the other Sweet said he didn't see how he c'd improve, so that put it up to Patton, an' he p'tended to be bothered. I don't recely see how he kep' f'r laughin', but he did."

"Hipple looks at him, as solemn as him, an' says, quiet, 'Was you reckonin' on playin' that hand?' But Patton says, kind o' easy, 'Well, no, not if there was any objections. I reckon, maybe, 'tain't quite reg'lar, but I just wanted to see if I couldn't make a ace full. Likely 'tain't no good, though.' An' he laid down his hand, face up. It were a ace full, 't right."

"Hipple Gave Patton the Lie. 'Hipple was gettin' all-fired mad by this time, and all's he said was, 'You must play a different game where you come from nor what we do.' An' he throwed in a white chip."

"Then t'other Sweet laughed out loud, an' says 'I call, You must have four tens, I reckon', an' he showed down a straight flush nine high, in clubs, the same as Hippie had the time before."

"Just naturally while he was laughin' he reached for the pot, but Hippie was too quick for him. He throwed down his hand—it was four tens, all right—an' scooped the pot in sudden."

"Then he said, 'Taint a hell nothin' lot o' money, but it goes ag'in my conscience for to see any man win on a crooked deal. A man as is caught cheatin' loses on this river, an' I'll take this."

"Go onsy' says Patton. 'That don't 't you're findin' fault with was just like your pal's. If one was crooked, so was the other. That was all that—'

"You're a liar, said Hippie, an' jumps across the table on top of him."

"Cap'n Carson, that run the Prairie Belle them days, had put his foot down ag'in fightin' in the saloon. 'I don't mind the passengers amusin' thei'selves, 'n' long 's they play cards peaceful, he said, 'but I'm tired o' havin' holes shot in the finer work. So he had a way o' watchin' out for trouble—him an' the mate together—an' he come in time to grab Hammond f'r behind when he was jumpin' in to help Hippie."

"The mate grabbed one o' the Sweets an' I caught the other by the elbows f'r behind, so there was a right stirrin' time f'r a spell. 'Twasn't long, though, afore the Cap'n made 'em understand as how they'd got to stand by."

Both Men Fell Over Dead.

"I was tellin' you 'uns what a master hand Hippie was in a rough an' tumble, an' I never looked to see Patton get up off'n the floor, f'r I seen Hippie pull his knife when he jumped."

"But Patton wa'n't no child hisself. He went down when Hippie landed on him, but he turned over like a cat, an' wrenchin' hisself loose he riz up like a jack in the box an' had his own knife out by the time Hippie made another rush."

"The Cap'n had some notion o' stoppin' 'em, an' he stepped f'ard once or twice, but he didn't feel much like steppin' in between them knives, an' there wa'n't nobody else wanted to take chances, so 'twasn't long afore there wa'n't no need o' separatn' o' 'em. They just fell over dead."

"His listeners waited a while for more of the story, but presently they perceived that it was finished."

"Then Jake Winterbottom said, 'I don't see 's the Bill Hippie's eddication was much good to him."

LADIES' COLUMN.

One wonders where the taste for light striped gowns will lead one to, for the popularity seems more and more tending in this direction. Stripes perpendicular, horizontal, sloping, or placed so as to form a large or a small V-shape seem to form not only the base of many gowns, but also their sole trimming.

For instance tailor-made gowns of striped woollen materials have the skirt cut with a perpendicular stripe, the front panels being of horizontal stripes. The basques of the coat are set on the bias, while the rest of the jacket is composed of horizontal stripes. There are wide collars to these gowns generally, which are cut on the bias, or horizontally, or even straight up, according to the special model of the couturiere. One never saw such a medley of tailor gowns—all more or less of this persuasion.

The Rival of Stripes.

Rivalling with stripes—though far less popular—are spots—large and small, plain or ringed—for

all are fashionable. One very charming gown of this kind was designed by Batogat, which had front panels formed of dark blue foulard patterned over with huge cornflower-blue spots that were ringed, so as to appear still larger. The sides of the gown, which was cut Empire shape with Japanese sleeves, were also of very dark blue foulard, but were patterned over with large white spots that were set very close together, whereas the spots of the front panels were set very far apart. At first glance one could hardly realise what was the difference between the two kinds of foulard—though that there was a difference was evident at once—and, however strange it may appear in description, this "spotty" dress in two kinds of materials was most effective and "chic."

Perforated Linens.

One sees the most novel ideas for the adornment of new summer gowns. Thus, a new idea in the gown that is pierced over with large designs that are cut out and edged around with fine buttonhole stitching thus revealing another gown beneath of different colour and texture. Thus, a gown of very fine cream linen was patterned over with huge designs that were cut out resembling large starfish in design. This was worn over an underskirt of dark Japanese blue net. A narrow bias of dark blue silk edged the lower hem of the skirt. The effect was both original and charming, and one can well imagine that the couturiers will design many other gowns of white or light-toned linens for the summer that can be perforated with large designs, and worn over underskirts of various colours. A dark blue linen, widely perforated, and worn over corn-coloured muslin or net, green over pink, pale blue over deep violet—all these are suggestions which the up-to-date couturiere is using with great advantage.

Uneven Sides.

A few novelties in the matter of details can change the most "classic" tailor-made gown into quite a new model. Thus, the jacket with uneven sides is one of these. At first one has the impression that the dressmaker or tailor has cut the garment all awry. But on further inspection one sees that the effect is "voulu." One side of the jacket is cut long and the other cut quite short, or a jacket provided with a basque has one side of it made rounded and the other cut into a sharp point, white, while yet another model has the left front brought up high over the right front, and is fastened on the right breast with fancy buttons.

There is a decided tendency among couturiers to make popular the once despised mantle or mantolet which graced the shoulders of our grandmothers in the seventies. These models have arisen from the echarpe, which is still popular, though so much has been done to oust it from favour. The echarpe made with a capuchin hood soon became common, and was to be found at very cheap prices in all the larger shops, so true elegants voted it overdone, and would not hear of ordering new echarpes at all. Thus the mantolet again made its appearance under a new name. The smartest models of these new mantelets are of tulle—either black or of the very deep blue known as Aile de Corbeau. They are made somewhat like wide echarpes, and are trimmed with wide lock silk fringe—for fringe has seemingly renewed a lease of life, being seen everywhere on smart afternoon gowns, on tailor-mades, on cloaks, and on evening gowns.

A very charming model of a tulle mantle had fringe all round, and was drawn upon the shoulders by means of a series of gauges that held the silk in place and formed it into a mantel. The long ends in front were crossed and tied down behind rather low on the skirt. Another of the same design was delightfully original, inasmuch as it had two rows of fringe set on one over the other—the under one being of white silk, which, mixing with the black, gave an excellent effect.

The Mount Painter field of South Australia is a wonderful place for the occurrence of rare minerals and a company has been recently formed to recover radium from the earth.

WHY LONDON IS THE CENTRE.

When a visitor is taken over the Bank of England, after proper introduction, he is shown various interesting details in the business of the "Old Lady of Threadneedle Street."

There is a room where automatic machines weigh each gold piece coming in from circulation, throwing out the light ones. In the printing room the prosperous Old Lady makes her banknotes, the lowest denomination being worth nearly twenty-five dollars. In her old note office she keeps those that have come back to the bank, for a period of five years, in case they are wanted in evidence. In another room the visitor is permitted to hold for a moment a bundle of notes worth a million sterling and to lift a sack of sovereigns. In the dividend office he sees where some thirty-five million dollars' interest on the British national debt is paid twice a year, the whole transaction being largely one of transferring credits from one set of books to another, little of the money actually leaving the bank.

Finally he is taken down to the bullion rooms where old-fashioned grannies guard the gold that is behind not merely the banking system of John Bull but in a sense behind that of the world. Here his guide civilly asks the visitor to take off his hat; and, with head respectfully uncovered, he is shown pigs of gold and great slabs of silver, and sees a scale that will accurately weigh either a postage stamp or a ton of bullion, it is said, and show a variation in the latter if a draft of cold air strikes it while on the platform.

People put different constructions upon this note of respect for the bullion. Some fancy the bank is taking precautions against the visitor carrying away a pig of sterling in his hat—the pig weighs twenty-eight pounds. Others jealously say that in this, the very Temple of Mammon, bullion represents Mammon himself, as it were.

But the truth of the matter is something like this: The Old Lady was not born yesterday. In her youth business was done with gold and silver. To-day, however, it is done on exchange and credit. Last year the London clearing house handled seventy billion dollars in checks—the real money of England. Coin is only odd change. The business of the world is done on exchange and credit to such a degree nowadays that gold merely adjusts balances. A process for extracting gold from seawater might make it so plentiful that it would be demoralized forever and a new system be based wholly on exchange and credit—that is, ability, integrity, character.

Therefore, the Old Lady sees the prestige of bullion steadily waning; but, being British in her love for an old institution, she does her best to maintain respect for the bullion as long as possible. Hence the visitor is asked to take off his hat. Really he is assisting at a pious fraud.

The Birth of the Bank of England.

It has been said that a bill of exchange on London is the one medium that always has a ready market in any part of the world, civilized or uncivilized. An American cotton buyer in one of our Southern towns, perhaps many hundred miles from the seaboard, purchases several carloads of the fleecy staple for a customer in Manchester, England. The railroad agent gives him a bill of lading when the cotton is loaded. Weeks must pass before the cotton reaches England by railroad and tramp steamer; but the American does not wait for his money. He draws up a bill of exchange on London in the name of his Manchester customer, payable in three months from that day, takes it with the bill of lading to his own bank and gets the price of his cotton in cash. Banks then pass these two pieces of paper along until they come—say, three weeks later—to London. A London bank gets the Manchester man to endorse the bill of exchange, signifying that he will pay the money when the day comes, still more than two months off. The bank then hands him the bill of lading and he gets his cotton on arrival. If he is unable to accept the bill the bank has the cotton and can sell it.

This is simple enough, but something a good deal more complex usually happens to a bill on London. The American cotton buyer always draws his bill in duplicate. No. 1 goes to London with the bill lading. No. 2, which is made to guard against loss of No. 1, can be endorsed with his own signature, signifying that he will pay the amount himself if necessary; and it is then put into circulation as a safe, convenient and highly desirable piece of international currency.

This second copy of the bill is a memorandum that an Englishman owes money to an American, payable to London. The world at large is always owing London so much money that there will be firms in any country ready to buy this memorandum to pay some debt of their own in London. By using it, they avoid shipping gold and so make their payment more conveniently and cheaply.

The bill travels around the world to reach London. First it goes to Havana, may be to pay for tobacco. Havana sends it to Paris to pay for millinery. Paris sends it to the Orient, and finally it comes home to London from South America, to pay dividends on British investments, and is duly met with cash by the Manchester man. Half a dozen nations have saved exchange through passing it along.

London is the only banking centre in the world that can perform such a feat in finance, because by reason of John Bull's vast trade with every country on earth, large or small, near or remote, London alone is able to clear the whole transaction.

John Bull laid the foundations of this mighty financial structure more than two hundred years ago. Back in the days of Charles I there were no banks, no trust companies, no safe-deposit vaults, no bonds or stocks, no Government consols. When a king wanted to make war he had to hustle for ready money—was always billed strictly net cash. Londoners who had gold, silver and family valuables took them to goldsmiths, who possessed strongrooms to keep their own valuable goods, and also deposited bullion in the Tower of London.

Charles I wanted money in a hurry. He sent down to the Tower and seized all the goldsmiths had there. He promised to pay it back—and did pay them eight per cent. interest; but from that day to this they have never seen the principal. When Charles II came to the throne the sum, then about six and a half million dollars, was organized into what ultimately became the British national debt—to-day more than three and a half billion dollars.

That made it difficult to raise public funds. Everybody hoarded. When William III wanted money for war the chancellor of the exchequer had to go about the city hat in hand with the lord mayor and borrow a thousand dollars from one merchant and five hundred from another.

Then a Scotchman came along with the idea of the Bank of England. Londoners rather resent this memory. They say the Scotchman's part in the matter has been unduly magnified and that, anyway, he appears to have been a pirate before he turned up in London. However, he got together a syndicate that lent the Government six million dollars, and the Government gave in return the Bank of England's charter, which carried a monopoly of note-issuing and other profitable perquisites.

From that time Londoners had a safe place for their spare cash and there was ready capital not only for public use but for private enterprise. This has been the source of John Bull's financial strength—that, though other nations might have as much money stuck away in old stockpiles, where nobody could find it and put it to work, his money has been available in bank for two hundred years, ready to go to the job anywhere in the world. Moreover, he has multiplied its working energy by banknotes, bills of exchange, checks and discounting machinery. This availability and fluidity of his wealth gave him the means of developing his wonderful industrial system, as inventors came along and perfected spinning and weaving machinery, the steamboat and railway, and so forth.

London the Place for Big Borrowing.

John Bull had the advantage of material progress. His fluid capital enabled him, also, to invest money at good interest in the industries of other countries. For half a century he has been the world's financial uncle and will probably continue the relationship for a long time to come.

London deals in money just as it does in any other staple. The bank clerk there dips a brass scoop into a tray full of gold pieces and weighs out the sum wanted instead of counting it. Sovereigns are shovelled out to the customer like so much sugar. London banks are as plain and mercantile in their appearance as our big dry-goods jobbing houses; and the Bank of England itself has a staid dignity in most startling contrast with our own ornate financial institutions. John Bull feels that concessions are unnecessary—whoever has a project to finance, sell or borrow on is certain to come to London.

Last fall the first ocean steamship launched by a great Canadian railroad system sailed to the Dominion on her maiden voyage. It carried the road's financial man and forty million dollars of London money for Canadian investment. During ten years past this Canadian promoter has made at least an annual visit to London, bringing back tens of millions from the great reservoir of capital there.

Several years ago an American promoter secured a valuable concession from the Mexican Government and went to New York to finance it. After six months' discouraging efforts to sell the securities he went over to London and dipped into the same reservoir. London took his securities in a few weeks.

During the summer of 1910 there was an interesting little flurry in Wall Street. A certain promoter found himself "overextended"; and one of our financial houses, it was said, eased the market by taking up some of his securities. It developed that this promoter, acting for a syndicate of London capitalists, had operated to control a line of our railroad from the Atlantic to the Pacific, and that he had been instrumental in placing hundreds of millions of dollars of London money in Mexico, Canada and South America. But for the accidental turn of the market against him, Wall Street might never have heard of him at all. He was dipping into the London reservoir too.

A Wall Street broker became greatly discouraged some years ago. When he bought his seat on the New York Stock Exchange, eight years before, stockbrokers were prosperous. Our big trusts had just been floated, the public speculated in their stocks and brokers made good profits; but since that time the bad trusts had separated themselves from the good by failure to pay dividends. Good securities had got into investors' hands to a large extent; so there was less speculation. The public suspected Wall Street. The volume of business had shrunk so sadly that many brokers shut up shop and many more existed chiefly by taking in each other's washing. The business was not even respectable, for the male principal in every divorce suit or murder trial was invariably spoken of by the newspapers as "a wealthy Wall Street broker," just as every female principal was inevitably "a beautiful society leader."

So this New Yorker sold his seat and went over to London, where he set up as a promoter. The first thing he got hold of was a neat little office device of British invention. He dipped into the great reservoir of London money by organizing what is known as a "primary company." The capital stock was set at fifty thousand dollars and on each five-dollar share the subscribers paid in twenty-five cents. This gave two thousand five hundred dollars working capital with which to begin developing the invention, which was not yet mechanically perfect. When that was gone the subscribers were asked to pay another shilling a share. Before they had paid in the sixth shilling the device was ready and on the market. Then a new company was floated, with several times as much capital, taking it over as that highly desirable thing in London, "a going concern"; and

the subscribers who had hazarded their shillings realized large prices for shares of their primary company.

Since then the ex-broker has made an excellent income developing other projects along the same line. It is through these primary companies that John Bull develops mines, plantations and properties all over the world. The ex-broker's clientele of investors is made up of people who put spare cash into his projects as he brings them to them. They understand that a given project may be either a success or a failure and ask simply that it be honestly managed. One bit of double-dealing would destroy his following, but an honest failure never. It is said that almost any business man with a rational project can form one of these primary companies in London, because the Britisher is always willing to take one's chances. Good or bad news travels fast, for British people are all linked up in groups and circles. Favourable results create a permanent investment following; unfavourable results kill confidence.

The London money market has four great tides yearly—January, April, July and October—when millions upon millions of dollars in dividends and interest from foreign, colonial and home investments are paid to British holders of securities.

If John Bull got an average of three per cent. from all the money he has invested the past twenty years it would amount to a ten-dollar bill yearly for every man, woman and child in the United Kingdom. Actually the total is far larger, for he has been investing for upward of sixty years—and three per cent. is a low yield.

(To be continued next Saturday.)

A SHORT SERMON.

What Makes a Life?

For a man's life consisteth not in the abundance of the things which he possesseth.—St. Luke, xii, 15.

"It is better to make a life than to make a living," once wrote a gifted and thoughtful American on the fly-leaf of a book he gave to a young man.

"I wish I could impress the truth of that statement on every young man who starts out to work his way," he added, as he handed the book to its present owner, who still keeps it among his treasures.

And, in a large and true sense, the message of Jesus Christ to all men in all ages is this—"It is better to make a life than to make a living."

How is one to make the right sort of a life?

This big question faces each of us day after day,—for, like the returning seasons, the opportunity for making a life comes again and again. Of course, it is better to seize the earliest opportunity, for that will give more time for the perfecting of the work taken in hand. But, in this high matter of making a life, it is never too late to begin.

The penitent thief on the cross had only a few hours to live, yet he gained promise of a place in paradise.

And in the making of a life, which should be ranked as the first and foremost duty of every Christian and every man, no matter what his religion, we must begin by rightly estimating the worth of the things for which we labour.

Now let the words of the Master ring in our ears and sink deep into our hearts.

"For a man's life consisteth not in the abundance of the things which he possesseth."

This is at variance with the world's teachings. From the pulpit and the platform we hear much about the ascendancy of character and the importance of seeking those things which moth and rust do not corrupt, but in the everyday working world, where men and women are eye-

ing the necessities by the sweat of their brows or the exercise of their mental powers, it is possession of material things that directs hand and brain.

With many workers, the only desire is to possess enough to comfortably meet the common needs; to keep from being hungry and homeless. With many others, it is thus in the beginning, but, little by little, the desire to possess, aided by new measures of possession, assumes the captivity. Then we see the end and disastrous transformation of a man into a mere money-making and money-taking machine. This is a sight all too common in our age.

More than any other hostile influence, this madness for possession stands in the way of the making of right lives. More than any other enemy to character-building must we fight this false guide which so cunningly seeks the mastery.

For the true end of man in this existence is not to build up fortunes or amass tangible assets, however these may contribute to fame and temporal power, but to be HONEST WITH SELF and HELPFUL TO OTHERS.

Stop a moment to recall the men who have been helpful to their fellows; the men who have really made the world better and life happier and more truly worth while.

What are the names on that list?

Are they names of men who possessed great material wealth? Are they names of those who, possessing great material wealth, gave freely of their store for the benefit of their kind?

Or are they names of those who had so few tangible holdings that we do not know how much they owned; those who gave so much of themselves that we and all the ages yet to come must render them glory and gratitude for what they were?

There is only one answer, and this name which must head each list of those who have really helped is that of One who, while he lived, had not even a place to lay his head and who, dying, left as his material estate only the garment he had worn to martyrdom!

But the life He lived, like the life of every other person who has placed a life above a living, is worth more to mankind than all the millions of dollars and all the acres of land in existence.

And that is the standard to follow, no matter how small your field of influence.

PHOTOGRAPHIC NOTES.

The Irreducible Minimum.

All things considered, there is little cause to wonder at the ever-growing popularity of cameras which have been reduced to an irreducible minimum. Quite a long paragraph in a contemporary referred to a camera which was described as being of about the same dimensions as an ordinary matchbox. Naturally, one was led to make inquiries, and found that there are at the moment quite a large number of these very tiny instruments being disposed of all over the country. No doubt a camera with simple movements, portable and inexpensive, may appeal to many, but a plea for the larger, yet portable, camera may not be out of place. To many the tiny camera is every bit as good as any other, especially if it is to be used only for the purpose of indiscriminate snapshotting, but it is doubtful if the results are likely to be of much value, unless, of course, they are enlarged. Now, one does not wish to depreciate the possibilities of these little instruments, even in the hands of a novice, but the greater value of the large sizes, such as 3 1/2 by 2 1/2 plate or 1 1/4 plate should be urged.

Necessity to Enlarge.

It is obvious that if we have to enlarge every picture it must necessarily mean a deal of trouble and extra expense. The writer possesses a very perfect little camera giving a picture 4 1/2 by 3 1/2, but after having made many successful negatives interest has gradually diminished, doubtless owing to the small importance attached to such tiny pictures and the poor detail and general falling off with enlargements exceeding half-plate size. Let it be understood the lens is an excellent one and covers the plate

perfectly. It is true that many claim the 3 1/2 by 2 1/2 plate to be too small for pictorial value, but the plan which is often recommended, that is to print on paper one size larger than the original (with a mask), quite presentable pictures may result. For the amateur who takes a real interest in his hobby use a camera giving a picture which in size is sufficiently important to be interesting without enlargement for the best results.

Size of Plates.

Workers who have adopted a certain size of plate are often very reluctant to change unless with a view to portability. It is remarkable how certain sizes are favoured for a season and then discarded. The introduction of the 5 by 4 plate from America some years ago brought it into prominence, and created a demand for two or three years, and then followed the post-card 5 1/2 by 3 1/2 plate, which only was favoured for a short season. The popularity of the pocket camera has brought the 1 1/4 plate into favour once again, and now the smaller sizes down to almost the dimensions of a postage stamp are all the rage. It is not only a cheap form of diminutive camera which is popular at the moment, but most perfect and exquisitely finished high-class expensive instruments. The possibilities of such cameras in the hands of the serious or careful worker cover quite a large field, but the larger and more practicable sizes are to be recommended.

One day she asked Snowbird to go with her to see a great grapevine swing which stood near the Great Lake.

She got into the swing and, gradually working up speed, swung far out over deep water. Then she told Snowbird to get in and take a swing. So Snowbird got into the vine swing and, happy as a child swinging out as far as she could. Swiftly the old squaw crept up behind her with bared knife and when Snowbird was far out doily cut the vine and let her drop down.

A great deal frightened, she made for home and, putting on her daughter-in-law's garments, sat by the fire, hiding her face. When Brown Bear returned home he gave her the choice bits of meat in his day's hunt, thinking that she was Snowbird. She was so cross that Brown Bear felt uncomfortable and got quickly out of the wigwam.

The little orphan boy had been watching the figure by the fire and he made up his mind that it was not Snowbird. Stirring the fire to a bright blaze, he looked at her face. "Where is Snowbird?" he asked.

"Down by the waters," said the old woman. "She is swinging." The boy flew out of the wigwam, and down to the lake, where he saw the broken swing.

With all haste he went in search of Brown Bear and told him his discoveries.

Sadly Brown Bear walked before his wigwam. He could not bear to think that his mother was capable of doing so wrong a thing and asked her no questions. He smeared his face and body with black paint as a sign of mourning.

He turned his hunting spear upside down and pressed it into the soil, praying for thunder, wind and rain to raise his wife's body to the surface.

Days passed and there was no sign of Snowbird. By day and by night he watched, but saw nothing. The orphan boy took good care of little Pigeon and the baby thrived.

One day the two were down beside the lake and little Pigeon was trying to cast the bright pebbles into the water when they saw a white gull rise from the lake and fly toward them. When it was quite close it changed into a woman. Snowbird.

She caught her little son in her arms, fondling and nursing him. By signs she made known to the orphan boy that he was to bring the child there every day.

When Brown Bear came in from the hunt the boy told him all that had happened. When, the next afternoon, he took the baby to the shores of the lake Brown Bear followed and hid behind the bushes. The boy chose a white pebble and cast it into the lake. Soon the white gull rose from the surface and came ashore, then as before changed into a woman. Eagerly Snowbird reached for the child. Brown Bear, still in his black paint, spring from the bushes with a glad cry of welcome. "Why did you ever go away!" he cried.

CHILDREN'S CORNER.

The Story of Snowbird.

Once on a time long ago there dwelt on the shores of the Great Lake a very strong brave, who was called Brown Bear. He was one of the most thrifty men of his nation and his little family never went hungry because he was too lazy to hunt. He had a very pretty little wife, Snowbird, and a bright-eyed little papoose which he called "Pigeon" because of the soft, happy coo which was the only sound it made. Besides these there lived in his wigwam his old cross mother and a little Indian boy, whom he had adopted. They would all have been very happy, indeed, had it not been for Brown Bear's mother, but she was cross enough and wicked enough to make them all unhappy.

Brown Bear was very dear to her, in fact, her favourite son; but she was so jealous of his wife that she often tried his patience sorely.

Hour by hour the old woman nursed her jealousy of Snowbird, until finally she began to plan to make away with her poor little daughter-in-law. She forgot her own youth and how she had loved Brown Bear's father and had gone to his wigwam, there to be treated with the greatest kindness.

One day she asked Snowbird to go with her to see a great grapevine swing which stood near the Great Lake.

She got into the swing and, gradually working up speed, swung far out over deep water. Then she told Snowbird to get in and take a swing. So Snowbird got into the vine swing and, happy as a child swinging out as far as she could. Swiftly the old squaw crept up behind her with bared knife and when Snowbird was far out doily cut the vine and let her drop down.

A great deal frightened, she made for home and, putting on her daughter-in-law's garments, sat by the fire, hiding her face. When Brown Bear returned home he gave her the choice bits of meat in his day's hunt, thinking that she was Snowbird. She was so cross that Brown Bear felt uncomfortable and got quickly out of the wigwam.

The little orphan boy had been watching the figure by the fire and he made up his mind that it was not Snowbird. Stirring the fire to a bright blaze, he looked at her face. "Where is Snowbird?" he asked.

"Down by the waters," said the old woman. "She is swinging." The boy flew out of the wigwam, and down to the lake, where he saw the broken swing.

With all haste he went in search of Brown Bear and told him his discoveries.

Sadly Brown Bear walked before his wigwam. He could not bear to think that his mother was capable of doing so wrong a thing and asked her no questions. He smeared his face and body with black paint as a sign of mourning.

He turned his hunting spear upside down and pressed it into the soil, praying for thunder, wind and rain to raise his wife's body to the surface.

Days passed and there was no sign of Snowbird. By day and by night he watched, but saw nothing. The orphan boy took good care of little Pigeon and the baby thrived.

One day the two were down beside the lake and little Pigeon was trying to cast the bright pebbles into the water when they saw a white gull rise from the lake and fly toward them. When it was quite close it changed into a woman. Snowbird.

She caught her little son in her arms, fondling and nursing him. By signs she made known to the orphan boy that he was to bring the child there every day.

When Brown Bear came in from the hunt the boy told him all that had happened. When, the next afternoon, he took the baby to the shores of the lake Brown Bear followed and hid behind the bushes. The boy chose a white pebble and cast it into the lake. Soon the white gull rose from the surface and came ashore, then as before changed into a woman. Eagerly Snowbird reached for the child. Brown Bear, still in his black paint, spring from the bushes with a glad cry of welcome. "Why did you ever go away!" he cried.

LOG BOOK.

Captain Keith Resigns.

The "Japan Gazette" states that Captain Keith has resigned from the Nippon Yusen Kaisha service, and left for England by the trans-Siberian route. Captain Keith joined the N.Y.K. in the early nineties. During the China-Japan War he left to take command of a transport in the service of the Hokkaido Tanko Kaisha, and for his service was decorated by the Japanese Government. After the war he rejoined the N.Y.K., being at one time in command of the Awa Maru on the European service, and later commanded the Totoni Maru on the coasting service.

Spanish Ships in British Ports

The "London Gazette" of May 26 contains an Order in Council, which states that, as it appears to His Majesty that the tonnage regulations of the Act have been adopted by the Government of his Majesty the King of Spain, and are now in force in that country, his Majesty is pleased by and with the advice of his Privy Council to order that the merchant ships of the said Kingdom of Spain, the certificates of registry or other national papers of which are dated on or after April 1, 1910, should be deemed to be of the tonnage denoted in such certificates of registry or other national papers in the same manner to the same extent and for the same purposes as the tonnage denoted in the certificates of registry of a British ship is deemed to be the tonnage of that ship.

Salvage of the Preussen.

With reference to the reports published that the Preussen was to be brought into Dover in two halves, the company in charge of the salvage operations now state that such is not the case.

The contractors are now commencing to strip the vessel and will in course of time make a thorough examination and test in order to decide whether it will be practicable to attempt to refloat the hull and then beach her again in the Downs to make her fit to take into some port. Under any circumstances it is thought that no attempt to refloat will be made this summer.

Shipping Companies Winding Up.

The "London Gazette" states that general meetings of the members of the under-mentioned companies—the Pollaloch Ship Co., Ltd., Falkirk Ship Co., Ltd., Darbridge Ship Co., Ltd., Crown of Germany Ship Co., Ltd., Dunyrie Ship Co., Ltd., and the Blackbrakes Ship Co., Ltd., will be held at Billiter House, Billiter-street, London, on June 30 for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the companies disposed of, and of hearing any explanation that may be given by the liquidator.

According to a Montreal report the mail contract between Vancouver and Hongkong hitherto held by the Canadian-Pacific Railway Co. and served by their well-known Empress steamers, has been awarded to the Inter-Colonial and Canadian Northern Railway Companies, who are planning a system of fast steamships in conjunction with the Blackbird Bay (Ireland) scheme.

Tungming Crossing.

Notice is given of the following changes in the buoyages of the Tungming Crossing.—The Second Crossing gas-lighted buoy has been discontinued. A gas-lighted buoy, painted red, and to be known as the West Spit Buoy, has been moored in 16 feet of water at low water of spring tides, with Washaway Beacon bearing S. 73° 12' E., distant 2.6 miles. This buoy shows an occulting white light every 8 seconds. An unlighted buoy, surrounded by a triangular shape and painted black, to be known as the Second Crossing Buoy, has been placed in 14 feet of water at low water of spring tides, with Washaway Beacon bearing S. 50° E., distant 2.1 miles. These buoys should be passed at a distance of 1 cable, according to their colour. Caution: Vessels cannot steer a straight course between the East Entrance Gas-lighted Buoy and the West Spit Gas-lighted Buoy.

Public Companies

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 11th July, 1911. [1255]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Company, Limited.

General Agents for the West Point Building Company, Limited, Hongkong, 11th July, 1911. [1256]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 25th July to 8th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 11th July, 1911. [1251]

To Let

TO LET.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate. The **BUILDING** now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—**DAVID SASSOON & Co.**, Hongkong, 12th July, 1911. [1037]

TO LET.

GODOWNS at BLUE BUILDINGS, 44, PRAYA EAST. "CREGAN," 30, The Peak. No. 10, MACDONNELL ROAD. OFFICES in KING'S BUILDINGS, 4th Floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also **NEW EUROPEAN FLATS** adjoining the new Seaman's Institute, PRAYA EAST.

FLAT in BLUE BUILDINGS, 4 PRAYA EAST.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.**

Hongkong, 1st July, 1911. [1159]

TO LET.

GODOWN No. 5A, DUNDALL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.**

Hongkong, 1st July, 1911. [1261]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, DES VOEUX ROAD CENTRAL.

Telephone No. 899.

Hongkong, 3rd July, 1911. [1262]

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEAR

for

THE SUMMER

HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.00 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 min.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.00 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

8.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

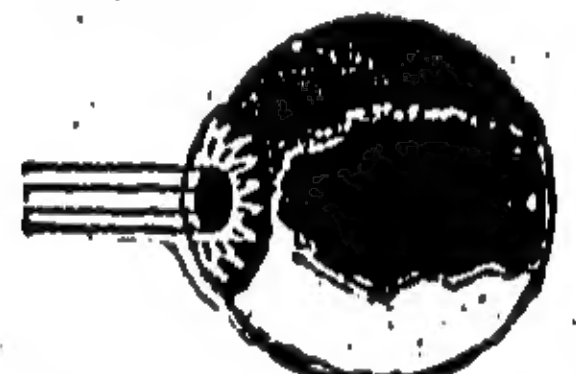
Extra Cars at 11.15 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON,

General Managers, Hongkong, 16th June, 1911.



SEEING IS BELIEVING

And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight testing.

Doctors' prescriptions accurately filled.

N. LAZARUS,

Ophthalmic Optician, 14, D'Aguiar Street.

Hongkong, 1st April, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers, Hongkong, 19th March, 1909. [121]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK

787 ft. by 84 ft. by 8 ft. 6 in.

Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS

take up vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE on Quay—

ELECTRIC OVERHEAD CRANES throughout the Works ranging up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON & ANTWERP v. S. FORM, PENANG, C. MBO, PORT SAID AND MARSEILLES.....

SIMLA..... Noon, 26th July. Freight and Passage.

SHANGHAI..... About 27th July. Freight only.

SHANGHAI..... About 3rd Aug. Freight and Passage.

SHANGHAI..... About 10th Aug. Freight and Passage.

For Further Particulars, apply to **E. A. HEWETT, Superintendent.**

P. & O. S. N. Co.'s office, Hongkong, 22nd July, 1911. [1264]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....

"PRINCE ALBERT" 29,300 { WEDNESDAY, 20th July, at Noon

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.....

"KLEIN" 17,000 { About WEDNESDAY, 26th July.

MANILA, YAP, MAROUN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.....

"PRINCE WALDEMAR" 6,100 { SATURDAY, 12th August, at 4 p.m.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 19th July, 1911. [1267]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

992 CHINESE OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

TAIKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

GRAVING DOCK

787 ft. by 84 ft. by 8 ft. 6 in.

Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS

take up vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE on Quay—

ELECTRIC OVERHEAD CRANES throughout the Works ranging up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN **HAIRYANG**... Capt. J. W. Evans... **TURSDAY**, 25th July, at 1 p.m.

HAIRYANG... Capt. J. S. Roach... **FRIDAY**, 28th July, at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

HAIRYANG... Capt. A. H. Stewart... **SUNDAY**, 23rd July, at Noon.

HAIRYANG... Capt. A. H. Stewart... **WEDNESDAY**, 26th July, at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to FOOCHOW.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to **Douglas, Laprak & Co., General Managers.**

957.]

Consignee:

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 21st inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after Goods have left the Steamer or Godown, and all Goods remaining undelivered on TUESDAY, 25th inst., afternoon, will be subject to rent and landing charges.

All claims and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before TUESDAY, Aug. 1st, 1191, otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 18th July, 1911. [868]

"ZEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWEES"

FROM LEITH, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd prox., or they will not be recognised.

COMMERCIAL.

EXCHANGE.

London—Bank T.T.	1/0 9/16
Do. Demand	1/0 9/16
Do. 4 months' sight	1/0 9/16
France—Bank T.T.	2.27
America—Bank T.T.	43.8
Germany—Bank T.T.	1.83 1/2
India T.T.	18.4 1/2
Do. Demand	18.4 1/2
Shanghai—Bank T.T.	7.4 1/2
Sing.—Bank T.T. per H.K.	\$100 77
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2

4 months' sight L/C.	1/0 16/10
6 months' sight L/C.	1/10 1/16
80 days' sight San Fco & N. York 44 1/2	
4 months' sight do.	45 1/2
80 days' sight Sydney & Melbourne	1/10 3/16
4 months' sight France	2.31 1/2
6 months' sight do.	2.33 1/2
4 months' sight Germany	1.88
Bar Silver	24 5/16
Bank of England rate	3 1/2
Sovereign	\$11.03

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The S.S. "Perla," with the American Mail, is due to arrive here on Tuesday morning, the 25th inst.

A Mail will close for:—
Swatow, Amoy and Tientsin—Per "Dajin-maru," 23rd July, 9 a.m.
Swatow—Per "Haiman," 23rd July, 9 a.m.

SHANGHAI SIBERIAN Mail to Europe—Per "Cheuan," 23rd July, 9 a.m.

Singapore—Per "Cheuan," 24th July, 9 a.m.

Swatow, Tientsin, Wei-hai-wei, Chefoo and Tientsin—Per "Cheung-chang," 24th July, 11 a.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per "Empire," 24th July, 11 a.m.

Amoy and Shanghai—Per "Tijliwong," 24th July, 11 a.m.

Singapore, Penang and Calcutta—Per "Perla," 24th July, 6 p.m.

Haiphong—Per "Johanne," 24th July, 6 p.m.

Kobe, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma—Per "Canada Maru," 25th July, 10 a.m.

Swatow, Amoy and Foochow—Per "Hingang," 25th July, noon.

Manila, Cebu and Hilo—Per "Teau," 25th July, 3 p.m.

Singapore, Penang and Colombo—Per "Sinh," 26th July, 10 a.m.

Europe, India via Tientsin—Per "Princess Alice," 26th July, 11 a.m.

Swatow—Per "Haiman," 26th July, 10 a.m.

Haiphong—Per "Fingan," 27th July, 9 a.m.

Shanghai—Per "Linan," 27th July, 3 p.m.

Batavia, Cheribon, Samarang and Sourabaya—Per "Tijpanas," 27th July, 11 a.m.

Swatow, Amoy and Foochow—Per "Haitan," 28th July, noon.

Manila (taking Mail for Cebu and Hilo)—Per "Loongang," 29th July, 1 p.m.

SHANGHAI SIBERIAN Mail to Europe—Per "Chihuan," 29th July, 6 p.m.

Manila, Cebu and Hilo—Per "Rahi," 31st July, 3 p.m.

Kobe and Yokohama—Per "Yawata-maru," 1st Aug., 10 a.m.

Europe, India via Tientsin—Per "Armand Belie," 1st Aug., noon.

Wei-hai-wei and Tientsin—Per "Hui-chow," 1st Aug., 3 p.m.

Singapore, Penang and Colombo—Per "Kitanomaru," 1st Aug., 5 p.m.

Manila, (taking Mail for Cebu and Hilo)—Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per "Kumano-maru," 4th Aug., 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per "Perla," 4th Aug., 10 a.m.

Nagasaki, Kobe, Yokohama and Seattle—Per "Minotora," 5th Aug., 10 a.m.

Shanghai, Kobe and Moji—Per "Fook-sang," 8th Aug., 11 a.m.

Manila, (taking Mail for Cebu and Hilo)—Yap, Marous, Friedrich, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per "Prins Waldemar," 12th Aug., 8 p.m.

SHIPPING NEWS.

MAILS DUE.

German (Kleist) 26th inst.	
Pacific (Persia) 26th inst.	
The O. S. R. s.s. Panama Maru	left Tacoma for this port via Japan and Shanghai on the 8th inst., and is due here on the 10th prox.
The P. M. s.s. Persia is due to arrive at this port on the 25th inst., between 4 and 6 a.m., and leaves again on the 4th prox., at 11 a.m.	

ARRIVALS.

Kwailin, Br. s.s. 1,078, C. W. Puckett.	21st July—Novohwang 18th July, Gen.—B. & S.
Silvia, Ger. s.s. 4,197, Sabis, 21st July—From Foochow (Gen.—H. A. L.)	
Assaya, Br. s.s. 4,369, G. W. Cockman, s.s.s. 21st July—Shanghai 18th July, Mail and Gen.—P. & O. S. N. Co.	
Minnesota, Am. s.s. 13,323, T. W. Garlick, 22nd July—Seattle and Manila 19th June, Gen.—N. Y. K.	
Jehang, Br. s.s. 1,228, R. Lewis, 22nd July—Amoy 20th July, Gen.—B. & S.	
Cheong Shing, Br. s.s. 1,220, Liddell, 22nd July—Tientsin, via Chefoo and Wei-hai-wei 12th July, Gen.—J. M. & Co.	
Empire, Br. s.s. 2,815, St. John George, 22nd July—Moji 17th July, Gen.—G. L. & Co.	
Yachow, Br. s.s. 1,036, W. Melhus, 22nd July—Mikie 15th July, Gen.—B. & S.	
Haitan, Br. s.s. 611, A. H. Stewart, 22nd July—Swatow 21st July, Gen.—D. L. & Co.	
Haiyang, Br. s.s. 1,266, Spink, 22nd July—Canton 21st July, Ballast—B. & S.	
Huangsang, Br. s.s. 1,866, S. White, 22nd July—Canton 21st July, Gen.—J. M. & Co.	
Paklat, Ger. s.s. 1,018, J. Wenzel, 22nd July—Bangkok and Swatow 21st July, Rice—B. & S.	
Triumph, Ger. s.s. 769, W. Langschwager, 22nd July—Haitan 21st July, Gen.—J. & Co.	

MINNESOTA, Am. s.s. 13,323, T. W. Garlick, 22nd July—Seattle and Manila 19th June, Gen.—N. Y. K.

Jehang, Br. s.s. 1,228, R. Lewis, 22nd July—Amoy 20th July, Gen.—B. & S.

Cheong Shing, Br. s.s. 1,220, Liddell, 22nd July—Tientsin, via Chefoo and Wei-hai-wei 12th July, Gen.—J. M. & Co.

Empire, Br. s.s. 2,815, St. John George, 22nd July—Moji 17th July, Gen.—G. L. & Co.

Yachow, Br. s.s. 1,036, W. Melhus, 22nd July—Mikie 15th July, Gen.—B. & S.

Haitan, Br. s.s. 611, A. H. Stewart, 22nd July—Swatow 21st July, Gen.—D. L. & Co.

Haiyang, Br. s.s. 1,266, Spink, 22nd July—Canton 21st July, Ballast—B. & S.

Huangsang, Br. s.s. 1,866, S. White, 22nd July—Canton 21st July, Gen.—J. M. & Co.

Paklat, Ger. s.s. 1,018, J. Wenzel, 22nd July—Bangkok and Swatow 21st July, Rice—B. & S.

Triumph, Ger. s.s. 769, W. Langschwager, 22nd July—Haitan 21st July, Gen.—J. & Co.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

Yuen-sang, for Manila, Assaya, for Singapore, Haiching, for Amoy, Yachow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanlock, for Swatow, Kumsang, for Singapore, Coquet, for Sourabaya, Kwong-chuan-wan, for Kwong-chuan-wan, Kwailin, for Canton.

PASSENGERS ARRIVED.

Per Assaya, arrived 21st July, from Shanghai, &c.:—	
Gruben, Van	Rigby, B.
Pollam, Mrs.	Villo, J. de
Palfier, Mrs.	Young, P.
Rent, Capt. W.	

Per Empire, arrived on 22nd July, from Kobe:—

Ah Den	Leong, H. C.
Ah Sai	Yip, S. C.

Per Minnesota, arrived on 22nd July, from Seattle, &c.:—

Aguilar, B.	Pearce, A. L.
Allen, Miss S.	Pelley, C.
Eberly, Mr. & Mrs.	Pinglonggolas, E. D. A.
Powers, C. A.	

Ewing, Mr. & Mrs. Serva, P. de la A. F. Smith, Mrs. W. A. F. Snyder, F. Stevens, Mr. and Mrs. C. E. Sutor, J. B. Toomey, Mrs. D. Jenkins, C. M. T. Wah, C. K. Lavidia, P. Watson, Mrs. D. Woodward, Miss M. L.

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE. J. H. TAGGART, Manager. [25]

Hongkong, 20th April, 1911.

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

857 F. REICHMANN, Proprietor.

ASTOR HOUSE.

(DATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated; up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."

Under Personal Supervision of L. GAMEAU, Proprietor, Telephone 170. N. BLUMENTHAL, Manager, Telegrams "Astor."